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CANADIAN PACIFIC RAILWAY

A

TIME-TABLE

WITH NOTES

OF THE

TRANSCONTINENTAL TRAINS

GREAT LAKES ROUTE

AND THE

MONTREAL AND TORONTO LINE

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MONTREAL

JUNE 1888

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CANADIAN PACIFIC RAILWAY

TIME TABLE, WITH NOTES

—:o:—

QUEBEC LINE

Eastern Division—Quebec and Montreal: 172 Miles

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
172	*2.45 P. M.	**Quebec**—Population 75,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759.——No city in America is so grandly situated, or offers views from its higher points so diversified and lovely. In Upper Town, on the highlands, the public buildings, churches, convents, schools, business blocks and hotels are found. Lower Town is the commercial quarter, and abounds in irregular, narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport——The railways leading here are the Canadian Pacific and the Quebec & Lake St. John. To Levis, on the opposite bank of the St. Lawrence, come the Grand Trunk, the Intercolonial, and the Quebec Central. Transatlantic steamers of the Allan, Beaver and Dominion lines land here in summer, and local steamers depart for the lower St. Lawrence and the Saguenay rivers.	*1.20 P.M.	3050
			Places of interest	
			Railway and st am-ship connec-tions	
168	2.54	**Lake St. John R'y.**	1.08	3044
164		**Lorette**		3041
158		**Belair**		3035
146	3.33	**‡St. Jean de Neuville**	12.32	3023
142		**St. Bazile**		3018
136	3.50	**Portneuf**	12.15	3014
133		**Deschambault**	NOON	3010
129		**Lachevrotiere**		3006
126		**Grondines**		3003
119	4.18	**Ste. Anne de la Parade**	11.42	2998
114		**Batiscan**		2993
107		**Champlain**	11.20	2986
97	5.00	**Piles Junction**	11.06	2977

Ancient settlements, originally seignories, fronting upon the St. Lawrence. Powerful rivers come down from the hills at frequent intervals, giving water-power to almost every village. The fishing is excellent in all of these streams, and one of them (the Jacques Cartier) is a noted salmon river. All the villages are quaint and picturesque in the highest degree, and French is almost universally spoken. *Lake St. John R'y Junction* is at the divergence of a line to Lake St. John and the headwaters of the Saguenay, where shooting and fishing of every kind are plentiful. *Lorette* is mainly a settlement of Christianized Huron Indians, founded 250 years ago. *Portneuf* (POP. 2,500) is a thriving factory town devoted principally to shoemaking and wood-pulp. From *Piles Junction* a branch line extends to the farming district of GRAND PILES, 22 miles northward, near the great Shawanegan Falls in the St. Maurice, a stream affording fine fishing.

EASTERN STANDARD TIME

§Refreshment Station ‡Flag Statio

* Additional trains leave Montreal for Quebec at 3.30 p.m. and 10.00 p.m., and Quebec for Montreal a 9.00 a.m. and 10.03 p.m.

§ Refreshment Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
94	*5.10 P.M.	**§Three Rivers**—Population 10,000. At the mouth of the St. Maurice, and at the head of tidewater in the St. Lawrence. It was founded in 1618, and played an important part in the early history of Canada. It is eminent for its Roman Catholic institutions, and is one of the prettiest towns in the province. The chief industry is the shipment of lumber. The Dominion government has expended $200,000 in improving navigation upon the St. Maurice, and over $1,000,000 has been invested in mills and booms above the city, where logs are accumulated. There are large iron-works and machine-shops here, making stoves and car-wheels in great numbers from the bog-iron ore of the vicinity. Steamers ply daily to adjacent river villages.	*10.55 LUNCH	2976
	St. Maurice River		Mills and Iron Works	
86		**Pointe du Lac** — The route now lies across the low-		2968
79	5.33	**Yamachiche** — lands stretching between the northern	10.30	2961
74	5.42	**Louiseville** — bank of the St. Lawrence and the hills	10.20	2955
70		**Maskinonge** — which lie at a distance from the river		2951
64	6.00	**St. Berthelemi** — constantly increasing as we proceed.		2946
61		**St. Cuthbert** — This is for the most part a perfectly		2941
56	6.10	**Berthier Junction** — level and closely cultivated plain, cut	9.53	2938
48		**Lanoraie** — up into the small fields that characterize French farming districts throughout the older parts of Quebec, and result from the continual subdivision of bequeathed estates. The compact villages are very prosperous and much resorted to in summer by city people In each one the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings. Near *Louiseville* (pop. 1,500), where Lake St. Peter is seen, are the ST. LEON SPRINGS, a popular watering-place and health resort. *Berthier* and *Lanoraie* junctions are the stations for populous river-landings of the same names,		2930
	Ancient Customs		Lake St. Peter	
48	6.26	**Joliette Junction** — reached by short branch-lines; the	9.38	2929
42		**La Valtrie Road** — former has a population of 2,500.		2924
39		**L'Assomption** — From *Joliette Junction* diverge branch-		2920
35	6.48	**L'Epiphanie** — lines northward to JOLIETTE (pop.	9.17	2916
27		**St. Henri de Mascouche** — 3,500) and ST. FELIX DE VALOIS (pop 2,500). At *Terrebonne* the north branch		2907
23	7.11	**Terrebonne** — of the Ottawa is crossed. Here are	8.54	2903
17		**St. Vincent de Paul** — the limestone quarries which furnish		2898
13	7.30	**St. Martin Junction** — most of the stone used in the neigh-	8.40	2893
10	7.37	**Sault aux Recollets** — boring cities, and in railway bridge-		2896
5	7.41	**‡Mile-end** — building, and other heavy masonry.		2900
2	7.51	**Hochelaga** — The large building passed at *St. Vincent de Paul* is the provincial penitentiary. At *St. Martin's Junction* the main trans-continental line (see p. 7) is joined and followed around the base of Mount Royal into Montreal.	EASTERN TIME	2904
	ARRIVE		A.M.	
0	8.05 P.M.	**Montreal**—Quebec Gate Station, Dalhousie Square.	8.10 LEAVE	2906

* Additional trains leave Montreal for Quebec at 3.30 p.m. and 10.00 p.m., and Quebec for Montreal at 9.00 a.m. and 10.03 p.m.

APPROACHES TO MONTREAL

From **New York** the traveller going to Montreal has choice of three routes. The most direct is by rail or steamboat up the renowned Hudson River as far as Albany. Here he can take the route of the Delaware & Hudson Canal Company's railway, through Saratoga Springs, past Lake George, and along the mountainous western shore of Lake Champlain to Rouse's Point, N.Y., and thence down the storied Richelieu Valley, within sight of the Adirondacks, to Montreal; or he can go by rail, by way of Rutland and St. Albans, Vt., between the eastern margin of Lake Champlain and the Green Mountains; or he can take a slower but extremely enjoyable journey, with several exchanges from cars to steamboat, across Lakes George and Champlain to Burlington, Vt., and thence northward via the Vermont Central line. By either of the all-rail routes specified he leaves New York about 6 p.m.,* and reaches Montreal at 9 or 10 o'clock next morning. He can also leave New York at 3 p.m. by steamer, or at 4.30 p.m. by rail, and go northward via New Haven, Hartford and Springfield, up the beautiful Connecticut Valley to Newport, Vt., on Lake Memphremagog, reaching Montreal at 10.30 a.m.

From Montreal to New York trains are as follows: By the Delaware and Hudson R.R., 4.30 p.m.; by the Central Vermont 8.30 a.m. and 4.20 p.m.; by the Canadian Pacific Ry., via Springfield, 8.45 a.m. All these trains have sleeping or drawing-room cars.

From **Boston** through trains leave by the Boston & Maine R.R. at 9 a.m. and 7 p.m., arriving at Montreal at 8.50 p.m. and 7.45 a.m., respectively. The route traverses the most historic and interesting part of New England, including the cities of Lowell, Nashua and Manchester, in the Merrimac Valley; Concord, N.H., Lake Winnipesaukee and the White Mts.; and thence through the rich valleys of northern Vermont, past Lake Memphremagog and the Green Mts.——From Montreal, trains to Boston by the Montreal & Boston Air Line leave the Canadian Pacific station at 8.45 a.m. and 7.45 p.m., with drawing-room and sleeping cars.

From **Portland, Me.**, the Portland & Ogdensburg R.R. forms a straight and entertaining route. Its trains leaves Portland about 8.00 a.m. and 6.00 p.m., following up the Saco Valley, and entering the White Mts. at North Conway, N.H., cross through the startling Crawford Notch to Fabyan's (at the foot of Mt. Washington), and run thence through Bethlehem to Lunenburg and across the lovely intervales of the Connecticut to St. Johnsbury, Vt., where they connect with the trains from Boston.——Trains leave Montreal for Portland at 8.45 a.m. and 7.45 p.m.

These trains from Boston and Portland cross the St. Lawrence by the magnificent new cantilever bridge of the Canadian Pacific Railway just above Montreal, and enter the city at the same station from which the transcontinental trains depart; as also does the train from New York via New Haven and Springfield, and the trains from and to Quebec and Toronto. Other incoming trains arrive at a different station.

From **Halifax** a train on the Intercolonial R'y leaves at 6 p.m., and reaches Levis Quebec at 7.45 the next evening. From **St. John, N.B.**, a train leaves at 10.15 p.m., which connects with the foregoing at Moncton. This route lies along the coast of eastern New Brunswick, through the celebrated lumbering and salmon-fishing region of that province. From Chaleur Bay it strikes across Gaspé to the south shore of the St. Lawrence near Rimouski, and follows that river amid magnificent scenery and through many ancient French parishes to Levis, whence passengers cross to Quebec by a ferry, and complete their journey to Montreal over the Canadian Pacific Railway (see p. 4).

The through train (with sleeping cars) over the Intercolonial Railway for St. John and Halifax leaves Levis, opposite Quebec, at 8.15 a.m., reaching St. John at 5.30 a.m., and Halifax at 9.10 a.m. the next day.

From **Niagara Falls, Toronto** and **The Thousand Islands** steamers descend daily through the charming variety of scenes afforded by Lake Ontario and the Rapids of the St. Lawrence; or the traveller may cross Lake Ontario to Toronto, and thence speed to Montreal by the Canadian Pacific "short-line" (see p. 35) in one day or night. Niagara Falls may be reached by several railroads from Boston, New York or Washington.

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* For the exact moment in all cases local time-tables should be consulted.

TRANSCONTINENTAL ROUTE

Eastern Division—Montreal to Port Arthur: 993 miles

Miles from Mont'l	Westbound Train	STATIONS—DESCRIPTIVE NOTES	Eastbound Train	Miles from Vanc'v'r
			ARRIVE	
0	8.20 P.M.	**Montreal**—Population (with suburbs) 250,000. Chief city of Canada, situated on an island formed by the St. Lawrence and Ottawa rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the English in 1763. For many years it was the chief centre of the fur trade. Atlantic steamships of the Allan, Dominion, Beaver and other lines run here. The St. Lawrence river and canals bring this way a large part of the trade of the Great Lakes. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade and great manufacturing establishments; has fine wharves of masonry, vast warehouses and grain elevators, imposing public buildings, handsome residences and superior hotels. Trains run direct to New York, Boston and Portland, as well as to all Canadian cities; and the transcontinental trains of the Canadian Pacific Railway run from here to the Pacific Coast without change.	8.00 A.M. Six days and 19 hours from Vancouver Railway connections	2906 To New York, 385; to Boston, 346
To Vanc'v'r 2,906.	EASTERN STANDARD TIME (Quebec to Port Arthur)			
2	8.27	**Hochelaga**—The "east end" of Montreal. The railway workshops and cattle dépot are situated here.		2904
5	8.35	**Mile-end Junction**—Suburb of Montreal. Junction with lines for Toronto, Boston, etc.	7.47	2900
10		**Sault aux Recollets**—Rapids of a branch of the Ottawa.		2896
13	8.52	**St. Martin's Junction**—Divergence of line to Quebec.	7.31	2893
17		**Ste. Rose** — *Ste. Rose*, at the crossing of the north branch of the Ottawa, is a charming French village, and a favorite place of summer residence. From here to Ottawa the line follows the northern bank of the Ottawa, and frequent views are had of its broad waters bearing numerous steamboats, lumber barges and rafts of timber. The valley is divided into narrow, well-tilled French farms, mostly devoted to dairy products. Picturesque villages are passed at frequent intervals. Streams coming down from the Laurentian Hills at the north afford frequent water-powers and good fishing. At *St. Therese* three branch-lines diverge to ST. LIN, ST. JEROME and ST. EUSTACHE.		2889
20		**Ste. Therese**		2886
27		**Ste. Augustin**		2879
32		**St. Scholastique**		2874
37		**St. Hermas**		2869
44	9.42	**‡Lachute**	6.36	2862
49		**St. Phillipe**		2857
57		**Grenville**		2849
59	10.12 P.M.	**§Calumet** — *Lachute* (pop. 2,000) has large paper mills and wood-working and other industries, and is an important shipping point for dairy products. At *Calumet* are extensive saw-mills, and these occur frequently all along the river. Near Calumet are the celebrated Caledonia Mineral Springs—a much frequented health resort, with good hotels and attractive surroundings. From *Buckingham* station a short branch-line extends northward to phosphate, mica and plumbago mines, from	6.10 A.M.	2847
65		**Pointe au Chene**		2842
74		**Montebello**		2833
79		**Papineauville**		2828
84		**North Nation Mills**		2823
90		**Thurso**		2817
94		**Rockland**		2813
100		**Buckingham**		2807
104	*No stop.*	**L'Ange Gardien**	*No stop.*	2803
109		**East Templeton**		2798
114		**Gatineau**		2793
118		**Hull**		2789

‡ Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
	Mines	which great quantities of these minerals are shipped. Just beyond the station, the main line of the railway crosses, by an iron bridge, directly over the magnificent falls of the Lievre River. Crossing the Gatineau River, the Government Buildings at Ottawa come into view on a high cliff at the left—a striking group. From *Hull* a branch-line diverges, keeping north of the Ottawa through AYLMER and for fifty miles beyond. Leaving Hull, the main line swings round, crosses a long iron bridge from which a fine view of the Chaudiere Falls is obtained, and enters Ottawa, in the Province of Ontario.	Phosphate mines	
	Aylmer Branch			
120	12.01 MIDN'T	§**Ottawa**—Pop. 40,000. Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls, which here interrupt the navigation of the Ottawa River, afford water-power for a host of saw-mills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city stands on high ground overlooking a wide valley, and contains many fine residences, large hotels, etc., but the stately Government Buildings overshadow all. Rideau Hall, the residence of the Governor-General, is two miles distant. A branch of the Canadian Pacific Railway extends southward to PRESCOTT, on the St. Lawrence, and the Canada Atlantic Railway runs from here to Lake Champlain.	A.M. 4.30 / 4.10	2787
	Capital of the Dominion		Lumber making	
122		‡**Skead's** — Leaving Ottawa, the railway follows the south bank of the Ottawa River for a distance, and on its wide stretches may be seen enormous quantities of saw-logs held in "booms" for the use of the mills below.		2783
124		‡**Brittannia**		2781
128		**Bell's Corners**		2777
134		**Stittsville**		2771
143		**Ashton**		2763
148	1.10	§**Carleton Place (Junction)**—Pop. 3,600. Junction of a branch-line running south, crossing the Montreal-and-Toronto line at SMITH'S FALLS; at BROCKVILLE, on the St. Lawrence, it connects with lines to New York, etc. At *Carleton Place* are large saw-mills, railway and other workshops.	3.10 / 3.00	2758
155	1.26	**Almonte** — Proceeding from Carleton Place, the line takes a north-westerly course, still following the beautiful Ottawa Valley, which, to Pembroke and beyond, is well cultivated by English, Scotch and German farmers. Large clear streams come rushing down to the Ottawa from the hills at the west, and these, and the Ottawa as well, afford fine fishing—maskinonge, pickerel and bass being common. There are frequent bright and busy manufacturing towns, and saw-mills occur at favorable places all along the river.	2.46	2751
158		**Snedden's**		2748
163	1.46	‡**Pakenham**	2.22	274[illegible]
171	2.05	**Arnprior**	2.05	2735
174		**Braeside**		273[illegible]
177	2.19	**Sand Point**	1.54	272[illegible]
183		**Castleford**	1.41	272[illegible]
186		**Russell's**		272[illegible]
189	2.30	**Renfrew**	1.26	271[illegible]
198	3.12	‡**Haley's**	1.06	270[illegible]
205	3.29	‡**Cobden**	12.49	270[illegible]
211		**Snake River**		269[illegible]
215		**Graham's**	MIDN'T	269[illegible]
219		**Government Road**		268[illegible]
	Pacific	At *Almonte* (pop. 3,000) are large woollen mills and other manufactories. *Pakenham* and *Arnprior* are also important manufacturing points. At *Renfrew* (pop. 2,900) is the junction of the Kingston & Pembroke R'y, extending southward through a district abounding in iron to KINGSTON, on the St. Lawrence. *Pembroke* (pop. 4,500)	Kingston and Pembroke R'y.	

§ Refreshment Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
224	4.12	**Pembroke** is the most important town on this	MIDN'T	2882
234	A.M.	**‡Petewawa** section of the line, having many sub-	12.05	2672
246	5.00	**Chalk River** stantial industries and commanding	11.15	2660
251	5.13	**‡Wylie** a large part of the trade of the lum-	11.02	2655
255	5.25	**‡Bass Lake** bering districts towards the north.	10.50	2651
262	5.44	**‡Moor Lake** The Ottawa River is again navigable	10.31	2644
270	6.04	**Mackey** for a considerable distance above	10.10	2636
274	6.14	**‡Rockliffe** and below, and steamboats frequently	9.57	2632
284	6.38	**‡Bissett** appear. From Pembroke to Mattawa	9.32	2622
297	7.08	**Deux Rivieres** the railway continues along the west	9.00	2609
307	7.33	**‡Klock** bank of the Ottawa through a country	8.33	2599
		only recently cleared of timber, and not yet generally cultivated. The valley narrows and the Ottawa flows deeply between the increasing hills. Little towns are growing up around the saw-mills, which occur wherever water-power is to be had. As the wilder country is approached, opportunities for sport with gun and rod increase. *Chalk River* is a divisional point, with an engine-house and the usual railway buildings and ap-		
318	8.01	**Mattawa** purtenances. *Mattawa* (pop. 1,000) is	8.08	2588
330	8.32	**‡Eau Claire** an old fur-trading post of the Hud-	7.38	2576
340	8.50	**‡Rutherglen** son's Bay Company, but at present	7.24	2566
344	9.07	**Callander** of most importance as a distributing	7.10	2562
348	9.15	**‡Nasbonsing** point for the lumbering districts. It	7.02	2558
358	9.32	**‡Thorncliffe** is a favorite centre for moose hunters,	6.43	2548
		and guides and supplies for hunting expeditions may always be obtained here. At Mattawa, the line leaves the Ottawa and strikes across towards Lake Nipissing, through a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and hunting are excellent. Little villages surrounding saw-mills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway here, as in many other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows. A mile beyond *Thorncliffe* is the junction of the Northern & Northwestern Railway from Toronto, Hamilton, Niagara Falls, etc., coming north by way of Lake Simcoe and the Muskoka lakes. Its trains run on to North Bay, where the actual connection with the Canadian Pacific is made. (See p. 36.)		
364	9.55	§**North Bay**—Pop. 1,100. A bright new town on Lake	6.20	2542
	A.M.	Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district for a long way about is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops, etc., and there is a very good hotel.	P.M.	
374	10.20	**‡Beaucage** From North Bay to *Heron Bay*, on	5.56	2532
378	10.32	**‡Meadowside** Lake Superior, the line traverses a	5.44	2528
387	10.52	**Sturgeon Falls** comparatively wild region, where	5.24	2519
397	11.17	**‡Verner** forests, meadows, lakes and rocky	4.59	2509
408	11.42	**‡Veuve River** ridges alternate. The scenery is strik-	4.34	2498
419	NOON	**‡Markstay** ing and in places extremely interest-	4.09	2487
422	12.15	**‡Hillcrest** ing. There are wide intervals of	4.01	2484
431	12.36	**‡Wahnapitae** good agricultural land, and the settle-	3.41	2475
436	12.50	**‡Romford** ments already extend for 100 miles	3.28	2470
		beyond Lake Nipissing; but timber-cutting is as yet the principal industry. The lands belong to the Province	P.M.	

‡ Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
	Sporting opportunities	of Ontario, and are open to settlers in lots of 80 acres without price. The large, clear, rock-bound lakes are in places so numerous that, with their connecting arms, they form a labyrinth of waters covering great areas and offering matchless opportunities to sportsmen and canoeists. Bear, moose and deer abound throughout this region, and the fishing in the many lakes and rivers is capital. *Sturgeon Falls* is a thriving village with a saw-mill and several churches. Leaving the	Timber	
	P.M.		P.M.	
443	1.12	‡Sudbury	3.13	2403
455	1.42	‡Chelmsford	2.38	2451
461	1.55	‡Larchwood	2.25	2445
467	2.10	Onaping	2.10	2439
478	2.45	‡Cartier	1.35	2428
489	3.13	‡Straight Lake	1.06	2417
501	3.34	‡Pogamasing	12.45	2405
515	4.15	‡Metagama	MIDN'T	2391
532	4.59	Biscotasing	11.22	2374
549	5.38	Ramsay	10.43	2357
564	6.15	Woman River	10.07	2342
581	6.56	Ridout	9.26	2325
599	7.42	Nemagosenda	8.40	2307
	P.M.			
	Copper, nickel and gold	station, the railway crosses directly over the falls of the Sturgeon River. From *Sudbury* (pop. 600) a branch-line leads off to ALGOMA MILLS, on Lake Huron, and thence to SAULT STE. MARIE, at the outlet of Lake Superior, where a great iron bridge affords connection with two American railway lines, one extending to Duluth and the other to St. Paul and Minneapolis, already open for freight traffic, and to be opened for passengers in June. Within a few miles of Sudbury, and reached by two short branch-lines of railway, are the most extensive copper and nickel deposits known in the world. Large quantities of the ores have been shipped from the mines, and a number of smelting furnaces are being erected near Sudbury to reduce the ores on the spot. Approaching *Onaping* a good view of the high falls of the Vermillion River is to be had for a moment; and from here to Biscotasing the scenery is particularly fine. *Cartier* is a divisional point, with the usual collection of sidings and railway structures. *Biscotasing* (pop. 300) is situated on an extensive and irregular lake of the same name, and has a considerable trade in furs and lumber. *Chapleau* (pop. 500) is another divisional point, with railway workshops and a number of neat cottages for the employés. It is charmingly situated on Lake Kinogama. Near *Missanabie*, where Dog Lake is crossed, a short portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson's Bay. Furs are brought here from the far north for shipment. Beyond Missanabie for sixty miles are many very heavy rock-cuttings. *White River*, in addition to the engine-house and other buildings common to all divisional stations has yards for resting cattle *en route* from the Northwest to the eastern market. From White River station the railway follows the river of the same name to Round Lake, and then crosses a level tract with occasional rocky uplifts to the Big Pic River, which is crossed by a high iron bridge; and a mile beyond is *Heron Bay*, on the northeast angle of Lake Superior. From Heron Bay for sixty miles the	SIXTH DAY	
			A.M.	
615	8.30	‡Chapleau	7.50	2291
629	9.09	Pardee	7.16	2271
644	9.47	Windermere	6.39	2262
661	10.31	Dalton	5.55	2245
675	11.07	Missanabie	5.19	2231
681	11.34	‡Lochalsh	4.52	2225
694	11.59	Otter	4.28	2212
710	MIDN'T	Grasset	3.48	2196
727	1.26	Amyot	3.04	2179
747	2.25	‡White River	2.10	2159
763	3.30	Bremner	1.16	2143
776	4.23	Trudeau	12.28	2130
791	4.56	‡Cache Lake	11.58	2114
797	5.26	Melgund	11.27	2109
			MIDN'T	
802	5.50	Heron Bay	11.12	2104
811	6.15	Peninsula	10.47	2095
830	7.10	Middleton	9.50	2076
846	8.00	Jackfish	9.00	2060
	A.M.		P.M.	
	SECOND DAY		Leaving Lake Superior	

Refreshment Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
	A.M.	line is carried through and around the bold and harsh promontories of the north shore of Lake Superior, with	P.M.	
865	9.20	§**Schreiber** — deep rock cuttings, viaducts and	7.50	2041
880	10.00	**Rossport** — tunnels constantly recurring; and at	7.11	2028
896	10.50	**Gravel River** — intervals, where the railway is built	6.17	2010
912	11.37	**Mazokama** — in the face of the cliffs, the lake	5.31	1994
	NOON	comes into full view. No part of this wonderful scenery should be missed by the traveller, who should be on the look-out before reaching *Peninsula*. The great sweep around Jackfish Bay is particularly fine. Beyond *Schreiber* (a divisional point and refreshment station) a chain		
	Lake Superior	of islands separates Nepigon Bay from Lake Superior, and the shore of the bay is followed to and beyond *Nepigon* station. Between *Rossport* and *Gravel River* some of the heaviest work on the entire line of the railway occurs. The constantly changing views on Nepigon Bay	Superb scenes	
928	12.26	**Nepigon** — are charming. All of the streams	4.50	1978
946	1.11	**Wolf River** — emptying into Lake Superior contain	4.07	1960
961	1.54	**Pearl River** — speckled trout in plenty, and in some	3.30	1945
970	2.14	‡**Loon Lake** — of the streams, Nepigon River	3.07	1936
979	2.44	**Mackenzie** — especially, they are noted for their	2.44	1927
		large size—six-pounders being not uncommon. Nepigon River, which is crossed by a fine iron bridge a little before reaching the station, is a beautiful stream, well known to sportsmen. Everywhere on Lake Superior, whitefish and the large lake trout are common. Three miles beyond Nepigon the railway turns around the base of Red Rock, a high, bright-red cliff, and, avoiding the heads of Black Bay and Thunder Bay, takes a straight course for *Port Arthur*, and from the higher elevations delightful views of Thunder Bay are to be had.	EASTERN TIME (Pt. Arthur to Mont'l)	
	Trout fishing			
	ARRIVE		P.M.	
993	3.15	**Port Arthur**—Terminus Eastern Division. See next page.	2.15	1913
	P.M.		LEAVE	

Western Division—Port Arthur to Donald: 1,454 Miles

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
993	14.25*	**Port Arthur**—Pop. 3,500. Formerly called Prince	13.05	1913
	2.25 P.M	Arthur's Landing. A beautifully situated town on the west shore of Thunder Bay, an important arm of Lake Superior; together with *Fort William*, four miles distant, the lake-port of the western section of the Canadian Pacific Railway and the chief Canadian port on Lake Superior. Large numbers of steamers and other lake-craft arrive and depart daily. The fine steamships of the Canadian Pacific Company ply between here and Owen Sound (see page 39). The town has a large grain elevator, extensive docks and a well established trade. It has substantial buildings and a number of hotels—one of them a very handsome structure. From the beauty of its situation, its accessibility and the opportunities for sport in the neighborhood, Port Arthur has become a favorite resort for tourists. A long promontory	1.05 PM.	
	CENTRAL TIME (Port Arthur to Brandon)		FIFTH DAY	
			Civic Wealth	

* The 24-hour system is in use on the Western and Pacific Divisions of the Canadian Pacific Railway. this system the A.M. and P.M. are abolished, and the hours from noon till midnight are counted as om 12 to 24 o'clock.

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
	The Harbor	of basaltic rock on the opposite side of the bay, called the "Sleeping Giant," terminates in Thunder Cape, behind which lies the famous Silver Islet, which has yielded almost fabulous wealth. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Looking out between Pie Island and Thunder Cape, Isle Royale may be seen in the distance. Watches should be set back one hour, in conformity with "Central" standard time.	Thunder Bay	
1000	15.10	**Fort William**—Pop. 1400. A Hudson's Bay Co.'s post of 100 years or more standing, but now given up to the requirements of modern commerce. The fur-house of the old fort is now used as an engine house for the great coal docks and one of the largest grain elevators in the world overshadows all. The Kaministiquia River, a broad, deep stream with firm banks, affords extraordinary advantages for lake traffic and immense quantities of coal, lumber and grain are handled here. There are railway workshops and the usual buildings and sidings incident to a divisional point.	12.20	1906
	This train stops 25 minutes at Fort William		Train stops 25 minutes	
			NOON	
1011	15.40	**Murillo**	11.55	1894
1021	16.10	**Kaministiquia**	11.30	1884
1030	16.35	**Finmark**	11.07	1875
1052	17.35	**Dexter**	10.15	1854
1058	17.50	‡**Linkooping**	10.01	1847
1069	18.15	**Savanne**	9.38	1837
1079	18.40	‡**Upsala**	9.13	1826
1089	18.56	**Carlstadt**	8.55	1816
1097	19.20	‡**Bridge River**	8.25	1808
1109	19.50	**English River**	7.50	1797
1117	20.10	**Martin**	7.32	1790
1127	20.35	**Bonheur**	7.10	1780
		From Fort William to Winnipeg the railway traverses a wild broken region, with rapid rivers and many lakes, but containing valuable forests and mineral deposits. *Murillo* is the railway station for the Rabbit Mountain silver district, and four miles from the station are the Kakabeka Falls, where the Kamanistiquia leaps from a height exceeding that of Niagara. The railway follows up this river to *Kaministiquia*, and then ascends the Mattawan and the Wabigoon rivers; and there is excellent trout fishing near all the stations as far as *Finmark*. Wolseley led an army from Fort William to Fort Garry (now Winnipeg) in 1870, using the more or less connected rivers and lakes much of the way; two of his boats may be seen just beyond the station at *Savanne*. *Ignace* is a divisional point, but otherwise is of little consequence as yet. At *Eagle River*, two beautiful falls are seen, one above and the other below the railway. From here, to and beyond Rat Portage, the country is excessively broken and the railway passes through numerous rocky uplifts. The scenery is of the wildest description and deep rock-bound lakes are always in sight. *Rat Portage* (pop. 700) at the principal outlet of the Lake of the Woods, is an important town with several large saw-mills, the product from which is shipped westward to the prairies. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior and the Pacific, and is famed for its scenery. It is studded with islands and a favorite resort for sportsmen and pleasure seekers. Its waters		
1145	21.35	‡**Ignace**	6.30	1761
1163	22.18	‡**Raleigh**	5.32	1744
1173	22.45	**Tache**	5.10	1733
1196	23.40	‡**Wabigoon**	4.15	1710
1203	MIDN'T	**Barclay**	3.54	1693
1225	24.55	**Eagle River**	3.00	1671
1235	1.20	**Vermillion Bay**	2.36	1665
1243	1.40	**Gilbert**	2.16	1660
1249	1.58	**Parrywood**	1.58	1657
1266	2.50	**Hawk Lake**	24.55	1640
1282	3.35	**Rossland**	24.10	1624
	The Lake of the Woods		Rat Portage	
			MIDN'T	
1290	4.10	**Rat Portage**	23.45	1616
1294	4.25	**Keewatin**	23.20	1612
1306	5.06	‡**Deception**	22.32	1600

Refreshment Station	East-bound Train	Miles from Vanc'v'r
ARRIVE		
Thunder Bay		
	12.20	1906
Train stops 25 minutes		
NOON		
	11.55	1894
	11.30	1884
	11.07	1875
	10.15	1854
	10.01	1847
	9.38	1837
	9.13	1826
	8.55	1816
	8.25	1808
	7.50	1797
	7.32	1790
	7.10	1780
	6.30	1761
	5.32	1744
	5.10	1733
	4.15	1710
	3.54	1693
	3.00	1671
	2.36	1665
	2.16	1660
	1.58	1657
	24.55	1640
	24.10	1624
Rat Portage		
MIDN'T		
	23.45	1616
	23.20	1612
	22.32	1600

Refreshment Station	Miles from Ont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
		LEAVE		ARRIVE	
	313	5.20	**Kalmar** — break through a narrow rocky rim at Rat Portage and Keewatin and fall into the Winnipeg River. The cascades are most picturesque; they have been utilized for water power for a number of large sawmills at both places. At *Keewatin* is a mammoth flouring mill built of granite quarried on the spot. At *Whitemouth* saw-mills again occur, and beyond to Red River the country flattens out and gradually assumes the characteristics of the prairie. At *East Selkirk* the line turns southward following Red River towards Winnipeg, and at St. Boniface the river is crossed by a long iron bridge and *Winnipeg* is reached.	22.18	1593
	321	5.40	**‡Ingolf**	21.55	1585
	327	5.58	**‡Cross Lake**		1579
	332	6.08	**‡Telford**	21.25	1574
	342	6.31	**Rennie**	21.03	1564
	362	7.15	**Whitemouth**	20.20	1544
	368	7.29	**‡Shelly**	20.05	1538
	378	7.50	**Monmouth**	19.43	1528
	387	8.10	**Beausejour**	19.23	1519
	402	8.43	**Selkirk, East**	18.50	1504
	408	8.55	**‡Gonor**	18.36	1498
	415	9.10	**Bird's Hill**	18.21	1491
THIRD DAY					
	423	9.30	**§Winnipeg**—Alt. 700 ft. Pop. 25,000. Capital of the Province of Manitoba, formerly known as Fort Garry (pop. in 1871, 100). Situated at the juncture of the Red and Assiniboine rivers, both navigable by steamboats, it has been, for many years the chief post of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north and west. The city is handsomely built, superior brick and stone being available; and has street railways, electric lights, a fine hospital, great flouring mills and grain elevators, and many notable public buildings. The chief workshops of the C.P.Ry. between Montreal and the Pacific are here, and the train-yard contains more than twenty miles of sidings. The company has also a fine passenger station and excellent refreshment rooms. The principal land offices of the Canadian Pacific Ry. Co. are here, as also is the chief land office of the Government in the West. Railway lines radiate in all directions. The C.P.R. has two branches leading southward on either side of Red River, connecting at Emerson and Gretna, respectively, on the U.S. boundary, with two lines of the St. Paul, Minneapolis, & Manitoba R'y. for St. Paul, Minneapolis, Chicago, etc. Two branch lines of the C.P.R. go S.W. to GLENBORO and DELORAINE in southern Manitoba, 105 and 206 miles distant; and two other branches run N. and N.W., one to the old town of SELKIRK and the other to Stony Mountain and STONEWALL. The Hudson's Bay Railway also begins here, and is completed to Shoal Lake, 40 miles northwest.	18.00	1483
		B'KFAST at the Station Restaurant		SUPPER at the Station Restaurant	
		Fort Garry			
		Railw'y connections		Features of interest	
		LEAVE WIN'P'G 10.25		FOURTH DAY ARRIVE AT WINNIPEG 5.10 P.M	
	430	10.47	**‡Bergen** — Though the country here is apparently as level as a billiard table, there is really an ascent of 100 feet from Winnipeg to Portage la Prairie. A belt of almost unoccupied land surrounds Winnipeg as far as *Poplar Point*, due to the fact that it is mostly held by speculators; and the scattered farms visible are chiefly devoted to dairy products and cattle breeding. Beyond Poplar Point almost continuous farms appear. The line of trees not far away on the south marks the course of the Assiniboine River, which the railway follows 130 miles.	16.47	1476
	438	11.06	**Rosser**	16.30	1468
	445	11.22	**‡Meadows**	16.15	1461
	452	11.37	**Marquette**	16.01	1454
	458	11.53	**Reaburn**	15.48	1448
	463	12.05	**Poplar Point**	15.36	1443
	472	12.25	**High Bluff**	15.18	1434
		NOON			

‡ Flag Station

Miles from Montr'l	Westbound Train	STATIONS—DESCRIPTIVE NOTES	Eastbound Train	Miles from Vanc'r
	LEAVE		ARRIVE	
1479	12.50	**Portage La Prairie**—Alt. 800 ft. Pop. 3,000. On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large flouring mills and grain elevators, a brewery, a paper-mill, a biscuit factory and other industries. The Manitoba & Northwestern Railway extends from here 180 miles northwest, towards Prince Albert, with branches to Rapid City and Shell River.	14.55	1427
	M. & N. W. railway		M. & N. W. Ry.	
1486	13.17	**Burnside**	14.30	1420
1493	13.55	**McGregor**	13.55	1416
1497	14.12	**Austin**	13.38	1409
1516	14.36	**Sydney**	13.20	1390
1521	14.50	**‡Melbourne**	13.06	1385
1529	15.07	**Carberry**	12.50	1377
1537	15.29	**Sewell**	12.28	1368
1545	15.45	**‡Douglas**	12.10	1360
1550	15.57	**Chater**	11.58	1355
		Between Portage La Prairie and Brandon, stations succeed one another at intervals of five or eight miles, and many of them are surrounded by bright and busy towns; and at nearly all are tall and massive elevators, with now and then a flouring mill. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms for which it is peculiarly adapted, the railway rises from *Austin* along a sandy slope to a plateau near the centre of which is situated *Carberry* (pop. 400), an important grain market. From *Sewell* it descends again to the valley of the Assiniboine. The Brandon Hills are seen towards the southwest. Four miles beyond *Chater* the Assiniboine is crossed by an iron bridge and *Brandon* is reached.	CENTRAL TIME Brand'n to Pt Arth'r	
	The Assiniboine			
1555	16.10	**Brandon**—Alt. 1,150 ft. Pop. 4,500. A divisional point; the largest grain market in Manitoba; and the distributing market for an extensive and well settled country. It has five grain elevators, a flouring mill and a saw-mill. The town is beautifully situated on high ground, and although only six years old, has well made streets and many substantial buildings. A railway is being built northwestward towards the Saskatchewan country. The standard time changes here to "Mountain"—one hour slower.	10.35	1350
	15.20			
	MOUNTAIN TIME (Brandon to Donald)		A great wheat market	
1564	15.40	**‡Kemnay**	10.15	1343
1572	16.00	**Alexander**	9.58	1334
1581	16.22	**Griswold**	9.36	1324
1588	16.42	**Oak Lake**	9.20	1317
1603	17.22	**Virden**	8.43	1300
1620	18.14	**Elkhorn**	8.05	1288
1634	18.47	**Fleming**	7.22	1271
1642	19.09	**Moosomin**	7.04	1264
1658	19.46	**Wapella**	6.27	1248
1672	20.17	**Whitewood**	5.56	1233
1679	20.34	**‡Percival**	5.40	1227
		Beyond Brandon the railway draws away from the Assiniboine River and rises from its valley to a "rolling" or undulating prairie, well occupied by prosperous farmers, as the thriving villages at frequent intervals bear evidence. *Virden* is the market town of a particularly attractive district; but beyond it, for 40 miles, the lands within a mile or two of the railway are chiefly held by speculators, and the farms within sight are scattered. A mile east of *Fleming*, the Province of Assiniboia is entered. *Moosomin*, the first town reached in that province, is the station for FORT ELLICE at the north and the MOOSE MOUNTAIN district at the south. From *Whitewood*, the country northward is accessible by a bridge over the Qu'Appelle River. *Percival* stands upon a ridge 100 ft. higher than the general level. All the way from Brandon to Broadview, the frequent ponds and copses afford excellent opportunities for sport—water fowland "prairie chickens" being especially abundant.	Approaching Manitoba	
	Moose M't'n			
1687	21.10	**§Broadview**—Alt. 1,950 ft. Pop. 600. A railway divisional point, prettily situated at the head of Weed Lake. A reservation occupied by Cree Indians is not far away.	5.20	1218

Miles from Montr'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
1694	21.32	**‡Oakshela** — Westward the line follows a gradually rising prairie, bounded by low wooded hills at the south, and by the Qu'Appelle River, 8 or 10 miles away at the north. Here again, for a considerable distance, speculators, holding most of the lands near the railway, have kept the cultivated farms a mile or two away. This section is as yet almost exclusively devoted to wheat and cattle. *Grenfell* and *Wolseley* have already become important local markets. A little beyond *Sintaluta* the celebrated Bell Farm, embracing 100 square miles, is entered; and from *Indian Head*, near the centre of the farm, the headquarters buildings may be seen on the right. The neat square cottages of the farm laborers dot the plain as far as the eye can reach. The furrows on this farm are usually ploughed four miles long, and to plough one furrow outward and another returning is a half day's work for a man and team. "The work is done with an almost military organization, ploughing by brigades and reaping by divisions."	4.37	1212
1702	21.53	**Grenfell**	4.17	1204
1709	22.12	**Summerberry**	3.58	1197
1717	22.31	**Wolseley**	3.39	1189
1726	22.55	**‡Sintaluta**	3.15	1182
1735	23.25	**Indian Head**	2.47	1171
	The Bell Farm		The Bell Farm	
1746	23.51 MIDN'T	**Qu'Appelle**—Alt. 2,050 ft. Pop. 700. A vigorous new town, the supplying and shipping point for a large section. A good road extends northward to Fort Qu'Appelle, the Touchwood Hills and Prince Albert. Fort Qu'Appelle, 20 miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission.	2.20	1159
	Fort Qu'Appelle		Qu'Appelle Valley	
1755	24.16	**‡McLean** — For eight miles beyond Qu'Appelle station, the country is somewhat wooded. At *McLean* (which stands 200 feet higher than Qu'Appelle and 375 ft. higher than Regina) the great Regina plain is entered. This plain extends westward as far as the Dirt Hills, the northward extension of the great Missouri Coteau, and these are soon seen rising on the southwestern horizon, a dark blue line. The plain is a broad, treeless expanse of the finest agricultural land, with little change in the soil to a depth of twenty feet or more. Passing *Pilot Butte*, a rounded hill lending its name to an unimportant station near by, *Regina* is seen spread out on the plain ahead.	1.55	1151
1764	24.44	**Balgonie**	1.31	1142
1771	1.05	**‡Pilot Butte**	1.05	1135
	The Regina plain		The Regina plain	
1779	1.30 1.30am	**Regina**—Alt. 1,875 ft. Pop. 800. The capital of the Province of Assiniboia, and the distributing point for the country far north and south. A railway extends northward to Long Lake, beyond the Qu'Appelle River, and is to be carried on to Battleford and Edmonton, on the North Saskatchewan. The Executive Council of the Northwest Territories, embracing the provinces of Assiniboia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is here, extends over all these provinces. A mile beyond the station, the governor's residence may be seen on the right, and a little further, on the same side, are the headquarters of the Northwest Mounted Police. The barracks, officers' quarters, offices, storehouses and the imposing drill-hall, toge-	24.38 MIDN'T	1127
	Capital of N.W. Terr's		Capital of N.W. Terr's	

‡ Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
		ther make a handsome village. The Mounted Police is a military organization numbering 1,000 men, who are stationed at intervals over the Northwest, to look		
1796	2.18	**Pense** — after the Indians and preserve order	23.50	1112
1813	3.00	**‡Pasqua** — generally.	23.14	1095
1821	3.30	**§Moosejaw**—Alt. 1,725 ft. Pop. 6[illegible]. A railway divisional point, and a busy market town near the western limit of the present settlements. The name is an abridgment of the Indian name, which, literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone."	22.55	1087
1837	4.10	**‡Caron** — From Moosejaw, the line steadily	22.05	1071
1855	4.55	**Parkbeg** — rises on the eastern slope of the	21.20	1051
1866	5.30	**‡Secretan** — *coteau* and winds through an irregu-	20.56	1040
1875	5.52	**Chaplin** — lar depression to the basin of the	20.35	1031
1894	6.43	**‡Morse** — Old Wives' lakes,—extensive bodies	19.49	1011
1912	7.28	**Rush Lake** — of water having no outlet and con-	19.01	993
1919	7.45	**‡Waldec** — sequently alkaline. The northern-	18.46	986
1927	8.05	**‡Aikins** — most of these lakes is reached at	18.28	978
		Chaplin. The country is treeless from the eastern border of the Regina plain to the Cypress Hills, 200 miles, but the soil is excellent nearly everywhere, and the experimental farms of the company, which occur at intervals of 30 miles all the way to the mountains, have proved the sufficiency of the rainfall. The prairies about and beyond Old Wives' lakes are marked in all directions by old buffalo trails and scarred and pitted by their "wallows." Antelope may now be frequently seen; and coyotes and prairie dogs. Near *Morse* is a salt lake, and not far beyond is Rush lake, a large area of fresh water, and a favorite resort of water fowl—swans, geese, ducks and pelicans—which at times congregate here in myriads.	The Buffalo plains	
	Game & wild fowl			
	The Buffalo plains		Wild Fowl	
1933	8.30	**§Swift Current**—Alt. 2,400 ft. Pop. 300. A railway divisional point, on a pretty stream of the same name, about which a town is growing up, sustained by the numerous cattle ranches in the vicinity.	17.55	972
	FOURTH DAY			
1951	9.20	**Goose Lake** — From here to Medicine Hat, on the	17.05	954
1961	9.45	**‡Antelope** — South Saskatchewan River, the line	16.45	944
1969	10.05	**Gull Lake** — skirts the northern base of the	16.22	936
1977	10.30	**‡Cypress** — Cypress Hills, which gradually rise	16.00	928
1988	11.00	**‡Sidewood** — towards the west, until they reach	15.35	917
1998	11.30	**‡Crane Lake** — an altitude of 3,800 ft., and in many	15.08	907
2008	12.00	**‡Colley** — places are covered with valuable	14.42	897
2019	12.30	**Maple Creek** — timber. Lakes and ponds, some fresh,	14.15	886
2038	13.25	**Forres** — some alkaline, occur at intervals to	13.25	868
2051	14.00	**Walsh** — *Maple Creek*. At this station are	12.50	855
2061	14.30	**Irvine** — extensive yards for the shipment of	NOON	845
2074	15.10	**Dunmore** — cattle, many of which are driven	11.40	832
		here from Montana. The town is supported by trade with the cattle ranches, and farming is successfully carried on in the vicinity. Near the town is a police station, and not far away is a Cree Indian village. From *Forres* to *Dunmore*, rocks of the Cretaceous age occur, in which the remains of gigantic saurians and other extinct animals are abundant. At Dunmore the Saskatchewan coal railway leads off westerly 110 miles to LETHBRIDGE, the chief source of the present coal supply for the country east to and beyond Winnipeg.		
	Branch Line to Lethbridge & Fort M'Leod		THIRD DAY	

Flag Station		Refreshment Station									
East-bound Train	Miles from Vanc'v'r				West-bound Train	STATIONS—DESCRIPTIVE NOTES			East-bound Train	Miles from Vanc'v'r
ARRIVE					LEAVE				ARRIVE	
						Lethbridge is an important town near the centre of the McLeod ranching district. From Dunmore the railway drops into the valley of the South Saskatchewan, which is crossed by a fine steel bridge at Medicine Hat.				
23.50	1112									
23.14	1095			2	3	16.00	**Medicine Hat**—Alt. 2,150 ft. (indicating the local depression of the river-valley). Pop. 700. A railway divisional point, with repair shops, etc. The town is already an important one, and has several churches and other public buildings. An important station of the Mounted Police is established here. There are several coal mines in the vicinity, and the river is navigable for steamboats for some distance above and for 800 miles below to Lake Winnipeg. The train stops 25 minutes.			10.55	824
22.55	1087					4.00 pm			South Saskatchewan River	
						Coal				
22.05	1071									
21.20	1051									
20.56	1040			2	1	16.20	‡**Stair**	Beyond the river the railway rises to the high prairie-plateau which extends, gradually rising, to the base of the mountains. There is a strong up-grade to *Bowell*, then a rapid descent to *Suffield*, followed by a steady rise. Bow River occasionally appears at the south. The prairie here is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spreading over it, and farms appear at intervals. The entire country is underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized at *Langevin*, in pumping water for the supply of the railway. From this station, on a clear day, the higher peaks of the Rocky Mountains may be seen, 150 miles away. At *Crowfoot* they may again be seen. Near Crowfoot, and south of the railway, is a large reservation occupied by the Blackfeet Indians, and some of them are seen about the stations. Beyond *Gleichen* (a railway divisional point, alt. 2,900 ft.) the Rockies come into full view,—a magnificent line of snowy peaks extending far along the southern and western horizon. At *Langdon* the railway falls to the valley of Bow River, and a few miles beyond *Shepard* the river is crossed by an iron bridge and the foot-hills are reached.	10.35	817
20.35	1031			2	8	16.43	‡**Bowell**		10.13	808
19.49	1011			2	9	17.15	‡**Suffield**		9.45	799
19.01	993			2	8	17.40	‡**Langevin**		9..23	788
18.46	986			2	6	18.33	**Tilley**		8.36	750
18.28	978			2	6	19.30	**Cassils**		7.45	730
				2	3	20.17	**Lathom**		7.01	713
		The Buffalo plains		2	9	21.05	‡**Crowfoot**		6 20	705
				3	8	22.05	**Gleichen**		5.25	698
				3	4	22.53	‡**Strathmore**		4.45	682
				3	2	23.17	‡**Cheadle**		4.25	675
				3	2	23.46	**Langdon**		4.02	664
				3	3	24.15	**Shepard**		3.38	653
		Wild Fowl								
17.55	972									
						First sight of the Rockies			Last glimpse of the Rockies	
17.05	954									
16.45	944									
16.22	936									
16.00	928									
15.35	917									
15.08	907									
14.42	897			3		24.55	**Calgary**—Alt. 3,388 ft. Pop. 2,400. The most important, as well as the handsomest, town between Brandon and Vancouver. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies. It is the centre of the trade of the great ranching country and the chief source of supply for the mining districts in the mountains beyond. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River. Calgary is an important station of the Mounted Police, and a post of the Hudson's Bay Company.			3.15	644
14.15	886					MIDN'T.				
13.25	868									
12.50	855									
NOON	845									
11.40	832					Calgary's advantages			Importance of Calgary	
THIRD DAY					1.28	‡**Keith**—Alt. 3,525 ft.	By the time *Cochrane* is reached, the traveller is well within the rounded grassy foothills and river "benches," or terraces. Extensive ranches are passed in rapid succession,—great herds		2.47	630
					2.15	**Cochrane**—Alt. 3,700 ft.			2.15	620
					2.55	‡**Radnor**—Alt. 3,800 ft.			1.42	610
					3.25	**Morley**—Alt. 4,000 ft.			1.17	602

‡ Flag Station

Miles from Mont'l	Westbound Train	STATIONS—Descriptive Notes	Eastbound Train	Miles from Vanc'r
	LEAVE			
	The ranches of the foothills	of horses in the lower valleys, thousands of cattle on the terraces, and myriads of sheep on the hilltops may be seen at once, making a picture most novel and interesting. Saw-mills and coal mines appear along the valley. After leaving Cochrane, and crossing the Bow, the line ascends to the top of the first terrace, whence a magnificent outlook is obtained, toward the left, where the foothills rise in successive tiers of sculptured heights to the snowy range behind them. "By-and-by the wide valleys change "into broken ravines, and lo! through an opening in the "mist, made rosy with early sunlight, we see, far away "up in the sky, its delicate pearly tip clear against the "blue, a single snow-peak of the Rocky Mountains. . . . "Our coarse natures cannot at first appreciate the ex-"quisite aërial grace of that solitary peak that seems on "its way to heaven; but, as we look, gauzy mist passes "over, and it has vanished." (*Lady Macdonald*)	The foothills and their ranches	
2316	4.05	‡**Kananaskis**—Alt. 4,100 ft.	Approaching Kananaskis the	24.40	590
2324	4.30	‡**The Gap**—Alt. 4,200 ft.	mountains suddenly appear	24.16	582
	Kananaskis falls	close at hand and seemingly an impenetrable barrier, their bases deeply tinted in purple, and their sides flecked with white and gold, while high above, dimly outlined in the mists, are distant snowy peaks. The Kananaskis River is crossed by a high iron bridge, a little above where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. The mountains now rise abruptly in great masses, streaked and capped with snow and ice, and just beyond *Kananaskis* station a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Mountains are entered. Through this gateway, the Bow River issues from the hills. Beyond it the track turns northward and ascends the long valley between the Fairholme range on the right and the Kananaskis range opposite. The prominent peak on the left is Pigeon Mt., and in approaching the station called *The Gap*, a magnificent view is obtained of Wind Mt. and the Three Sisters, also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous up-lifts of stratified rocks, of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth slowly heaved aloft. Some sections miles and miles in breadth, and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always, on this slope, towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that	Kananaskis falls	
	En-trance to the Rockies		Exit from the mountains through Bow River Gap	
	The Three Sisters			
			Peculiarities of mountain scenery	
	Geology of the mountains			

Refreshmen

Miles from Mont'l	Westbound Train
	LEAVE
	Their grandeur
329	5.05
	Canmore
336	5.32
339	5.40
	Beauty of the Pass
	Anthracite coal
42	5.50
	5.50 a m
	Rocky M'tain Park

‡ Flag Station § Refreshment Station

East-bound Train	Miles from Vanc'v'r	Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
			LEAVE		ARRIVE	
				hold the snow after it has disappeared elsewhere, or by long lines of trees which there alone can maintain a foothold; and this peculiarity is one of the most striking and admirable features of the scenery. Many ranges of prodigious mountains like these must be traversed before the Pacific Coast is reached, and grandeur and beauty will crowd upon the attention without ceasing, as the train speeds through gorge and over mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope.		
The foothills and their ranches			Their grandeur		Cascade Mt	
		329	5.05	§**Canmore**—Alt. 4,230 ft. Pop. 200. Railway divisional point. From the station a striking profile of the Three Sisters is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the station, stands a group of isolated and curiously weathered conglomerate monuments. On either side of the beautiful level valley, the mountains rise in solid masses westward, until the great bulk of Cascade Mt. closes the view. Five miles beyond Canmore the Rocky Mountain Park is entered.	MIDN'T 23.50	577
			Canmore		The Three Sisters	
24.40	590					
24.16	582					
		336	5.32	‡**Duthil**—Alt. 4,275 ft.	23.32	570
		339	5.40	**Anthracite**—Alt. 4,350 ft. "Here the pass we are travelling through has narrowed "suddenly to four miles, and as mists float upwards and "away, we see great masses of scarred rock rising on each "side—ranges towering one above the other. Very "striking and magnificent grows the prospect as we "penetrate into the mountains at last, each curve of the "line bringing fresh vistas of endless peaks rolling away "before and around us, all tinted rose, blush-pink and "silver, as the sun lights their snowy tips. Every turn "becomes a fresh mystery, for some huge mountain "seems to stand right across our way, barring it for "miles, with a stern face frowning down upon us; and "yet a few minutes later we find the giant has been "encircled and conquered, and soon lies far away in "another direction." (*Lady Macdonald.*) The overhanging peak on the left is Rundle, behind which lie the Hot Springs of Banff. Here the line for a time leaves the Bow and strikes up the valley of Cascade River, directly toward the face of Cascade Mt., which, though miles away, is apparently but a stone's throw distant, and which seems to rise in enormous mass and advance bodily to meet us; this marvellous effect should not be missed by the traveller. In the shadow of the Cascade Mt., at *Anthracite* station, are the great coal mines which penetrate a spur of the Fairholme sub-range. This coal is a true anthracite of high quality, and the mines are developing rapidly under scientific methods.		567
Kananaskis falls			Beauty of the Pass		Beauty of scenery along the Bow	
Exit from the mountains through Bow River Gap			Anthracite coal		Anthracite coal	
Peculiarities of mountain scenery		42	5.50 5.50 a m	**Banff**—Alt. 4,500 ft. Station for Rocky Mountain Park, and the Hot Springs—a medicinal watering-place and pleasure-resort. This park is a national reservation, 26 m. long N.E. and S.W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridlepaths have been made.——The railway	23.18 11.18pm	564
			Rocky M'tain Park		Rocky M'tain Park	

‡ Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'r
	LEAVE		ARRIVE	
	Cascade Mt'n	station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mt. (9,875 ft.); eastward is Mt. Inglismaldie, and the heights of the Fairholme sub-range, behind which lies Devil's-Head lake. Still further eastward the sharp cone of Peechee (in that range) closes the view in that direction; this is the highest mountain visible, exceeding 10,000 ft. To the left of Cascade Mt., and just north of the track, rises the wooded ridge of Squaw Mt., beneath which lie the Vermillion lakes, seen just after leaving the	Devil's Lake	
	Names of mountains seen at Banff station	station. Up the Bow, westward, tower the distant, snowy, central heights of the Main range about Simpson's Pass, most prominently the square, wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the Sulphur Mt., along the base of which are the Hot Springs. The isolated bluff southward is Tunnel Mt.; while just behind the station, Rundle Peak rises sharply, so near at hand as to cut off all the view in that direction.	Names of mountains visible from the station	
	The village	——The village of Banff (several small inns) is two miles southwest of the station, on the hither side of the Bow. A steel bridge takes the carriage-road across to the magnificent new hotel, built by the railway company, near the fine falls in the Bow and the mouth of the rapid Spray River. This hotel, which has every modern convenience and luxury, including baths supplied from the hot sulphur springs, is kept open during the entire	Banff village	
	C.P.R. hotel	year. It is most favorably placed for health, picturesque views, and as a centre for canoeing, driving, walking or mountain-climbing. Trout of extraordinary size occur in Devil's-head lake, and deep trolling for these affords fine sport. Wild sheep (the bighorn) and mountain goats are common on the neighboring heights. The springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 700 feet above the Bow. All are reached by fine roads, commanding glorious	C.P.R. hotel	
	Banff Hot Springs	landscapes. The more important springs have been improved by the government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave; and, near by, another spring forms an open basin of warm, sulphurous water. Since the opening of the railway, these springs have been largely visited, and testimony to their wonderful curative properties is plentiful.	Banff Hot Springs	
3492	6.10	‡**Cascade**—Alt. 4,475 ft. Upon leaving Banff the railway rejoins the Bow and follows it up through a	22.58	556
	FIFTH DAY	forested valley. The view backward is very fine. The Vermillion lakes are skirted, and ahead an excellent view is had of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn		
	Pilot and Castle Mts	discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mt. Hole-in-the-wall Mt. is passed upon the right, and then, a little beyond the station (where the park is left at the western corner), Castle Mt. looms up ahead, on the right, a sheer precipice of 5,000 feet—a giant's keep, with turrets, bastions and battlements complete.	Entering Rocky Mt. park	
2360	6.35	**Castle Mountain**—Alt. 4,570 ft. *Castle Mountain* station is	22.28	545
2368	6.55	‡**Eldon**—Alt. 4,720 ft. at the base of the great	22.05	538

‡ Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
	Saw-back & Bow ranges	peak whose name it takes. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mts., in the foreground at *Laggan*. On the left, the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. At first, enchanting glimpses only are caught through the trees, as you look ahead; but before *Eldon* is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mt. is seen, like a leaning pyramid high above the square-fronted ledges visible before. Next to it is the less lofty, but almost equally imposing, cone of Copper Mt., squarely opposite the sombre precipices of the Castle. Westward of Copper Mt., the gap of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snow-fields the Vermillion River flows westward into the Kootenay. West of the entrance into Vermillion Pass stretches the long, rugged, wall-like front of Mt. Temple; and beyond it, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Lefroy—the loftiest and grandest in this whole panorama. This great mountain becomes visible at Cascade station, and from Eldon almost to the summit it is the most conspicuous and admirable feature of this wonderful valley.	Saw-back range Pilot and Copper Mts. Bow River and Mt. Lefroy	
2378	7.20	**Laggan**—Alt. 4,930 ft. At *Laggan* the railway leaves the Bow and ascends a tributary from the west, which courses down through a gap in the Bow range. Looking upward through this gap towards Bow Lake and the huge peak of Mt. Hector, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. You seem to be almost on a level with it, and at the distance of hardly half-a-dozen miles; but it is 1,300 feet above you, a round dozen miles away, and almost inaccessible, by reason of the ravines, rocks and forest which intervene. "As we rise toward the "summit from Laggan," writes Lady Macdonald, "the "railway's grade gets steeper, tall forests gather round "us, and a curious effect is produced by glimpses of "snowy spurs and crests peeping through the trees, and "of which, though apparently near us, we see no base. "This conveyed to me an idea of our elevation."	21.35	528
2384	7.50	‡**Stephen**—Alt. 5,296 ft. The station at the summit of the	21.18	521
2387	8.00	**Hector**—Alt. 5,190 ft. Rocky Mts., like the stupendous mountain some miles ahead—the chief peak of the Rockies in this latitude—is named in honor of Sir George Stephen, Bart., President of the Canadian Pacific Ry. Co. The small lake at the station, called Summit Lake, vividly reflects the surrounding mountains. From here the line descends rapidly, passing the beautiful Wapta Lake at *Hector*, and crossing the deep gorge of the Wapta, or Kickinghorse, River just beyond. The scenery is now sublime and almost terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is	21.10	519
	The first glacier Near-ing the summit Summit of the Rockies		Descent of the Atl'ntic slope Summit of the Rockies	

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
	Sublime scenery	seen as a gleaming thread a thousand feet below. Looking to the north, one of the grandest mountain-valleys in the world stretches away to the north, with great, white, glacier-bound peaks on either side. Looking ahead, the dark angular peak of Mt. Field is seen. On the left the Duomo-like head of Mt. Stephen (8,000 feet above the valley), and the spires of Cathedral Mt. still further to the left, occasionally appear over the tree-tops. Soon the slope of Mt. Stephen is reached, and on	Wapta Lake	
	Mt. Stephen and its glaciers	its shoulder, almost overhead, is seen a shining green glacier, 800 feet in thickness, which is slowly pressing forward and over a vertical cliff of great height. Passing through a short tunnel, and hugging the base of the mountain closely, the main peak is lost to view for a few minutes; but as the train turns sharply away, it soon reappears with startling suddenness, and when its highly colored dome and spires are illuminated by the sun it seems to rise as a flame shooting into the sky.	In front of Mt. Steph'n	
2395	9.10 B'KFAST at the Mt. Steph'n House	**Field**—Alt. 4,050 ft. At *Field* is a charming little hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen and facing Mt. Field. This is a favorite stopping place for tourists; excellent fly fishing for trout in a pretty lake near by. Looking down the valley from the Hotel, the Otter-tail Mts. are seen on the left, and the Van Horne range on the right. The two most prominent peaks of the latter are Mts. Deville and King, the former on the right.	20.25 SUPPER at the Mt. Steph'n Ho se	511
2402	9.40	**Otter-tail**—Alt. 3,700 ft. Two miles beyond Field, very	19.30	503
2409	10.03	**Leanchoil**—Alt. 3,570 ft. lofty, glacier-bearing heights are seen at the north. The line rises from the flats of the Wapta (or Kickinghorse), and after crossing a high bridge over the Otter-tail river (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Otter-tail and Van Horne ranges. The	19.13	496
	West'n slope of the Kicking Horse Pass	line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to *Leanchoil*, where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest peaks of the Ottertail Mts. rise abruptly to an immense height; and, looking south, a magnificent range of peaks extends in orderly array towards the southeast as far as the eye can reach. These are the Beaverfoot Mts. At the right, Mt. Hunter pushes his huge mass forward like a wedge between the Otter-tail and Beaverfoot ranges. The river turns abruptly against his base and plunges into the lower Kickinghorse canyon, down which it disputes the passage with the railway.	Van Horne range Beaver-foot and Otter-tail Mts.	
2416	10.35	**Palliser**—Alt. 3,250 ft.—The canyon rapidly deepens until, beyond *Palliser*, the mountain sides become vertical, rising straight up thousands of feet, and within an easy stone's-throw from wall to wall. Down this vast chasm go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock,	18.47	489
	Lower canyon of the Wapta	and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight, and the roar of the river and the train increased an hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.	Lower canyon of the Wapta	

Refreshment Station	East-bound Train	Miles from Vanc'v'r
	ARRIVE	
Wapta Lake		
In front of Mt. Steph'n		
	20.25 SUPPER at the Mt. Steph'n Ho se	511
	19.30	503
	19.13	496
Van Horne range		
Beaver-foot and Otter-tail Mts.		
	18.47	489
Lower canyon of the Wapta		

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	West-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
2428	11.23	**Golden**—Alt. 2,550 ft. The train suddenly emerges	17.55	477
2435	11.43	**‡Moberly House**—Alt. 2,540 ft into daylight as *Golden* is	17.38	470
	The Columbia and the Selkirks	reached. The broad river ahead is the Columbia, moving northward. The supremely beautiful mountains beyond are the Selkirks, rising from their forest-clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southwest to the northeast, gradually melting into the remote distance. They are matchless in form, and when bathed in the light of the afternoon sun, their radiant warmth and glory of color suggest Asgard, the celestial city of Scandinavian story. Parallel with them, and rising eastward from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just now over the massive benches upon which they rest.	At the foot of the Rockies	
	Golden	*Golden* is a mining town upon the bank of the Columbia, at the mouth of the Wapta. A steamer makes weekly trips from here (Thursdays) up the Columbia to the lakes at the head of the river, 100 miles distant. About Golden, and at various places above, especially at the base of the Spillimichene Mts., gold and silver mines are being developed. From the head of navigation, roads and trails lead over to the Findlay Creek mining district and to the Kootenay Valley. The trip up the river is a most desirable one for sportsmen. From Golden to Donald, the railway follows down the Columbia on the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches.	Agri-culture, Sport and Mines in the Koote-nay Valley	
	Navi-gation of the Upper Col-umbia		MOUNTAIN TIME (Donald to Brandon)	
	Mo-berly	*Moberly House* is the site of the oldest cabin in the mountains, where a government engineering party, under Mr. Walter Moberly, C.E., passed the winter of 1871-2.		
	ARRIVE		17.10	
2446	12.10	**Donald**—Terminus of the Western Division.	LEAVE	460

Pacific Division—Donald to Vancouver: 459 miles

Miles from Mont'l	West. bound Train	STATIONS—DESCRIPTIVE NOTES	West-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
2446	11.20	**Donald**—Alt. 2,530 ft *Donald* is a charmingly situat-	16.00	460
2458	12.02	**Beavermouth**—Alt. 2,500 ft ed town in the shadow of the	15.20	443
	NOON	Selkirks, the headquarters for the mountain section of the railway, with repair shops, etc. It is an important supply-point for the mining country about it and at the great bend of the Columbia below. Here the time goes back one hour, to conform with the Pacific standard.——		
	PACIFIC TIME (Donald to the Coast)	Leaving Donald, the railway crosses the Columbia to the base of the Selkirks. A little further down, the Rockies and Selkirks, crowding together, force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at *Beavermouth*, the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River —a passage so narrow that a felled tree serves as a foot-bridge over it—just where the river makes its final and mad plunge down to the level of the Columbia.	Second crossing of the Colum-bia	

‡Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
2463	12.27	**Six-Mile Creek**—Alt. 2,900 ft. A little way up the Beaver,	14.55	437
2472	13.15	**Bear Creek**—Alt. 3,500 ft. the line crosses to the right bank, where, notched into the mountain side, it rises at the rate of 116 ft. to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves. From *Six-Mile Creek* station, one sees ahead, up the Beaver valley, a long line of the higher peaks of the Selkirks, *en echelon*, culminating in an exceedingly lofty pinnacle, named Sir Donald, with which a more intimate acquaintance will be made at Glacier House. Again, from Mountain Creek bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward, the same view is obtained, nearer and larger, and eight peaks can be counted in a grand array, the last of which is Sir Donald, leading the line. A little further on, Cedar Creek is crossed, and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot *The Surprise*. As *Bear Creek* station is approached, a brief but precious glimpse is caught of Hermit Mt., through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up Bear Creek along continuing grades of 116 feet to the mile. The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy rill flowing in the bottom of a narrow, V-shaped channel, 295 feet below the rails—one of the loftiest railway bridges in the world.——All of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber-work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to bid defiance to the most terrific avalanche.——Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Roger's Pass, at the summit. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height, its numberless pinnacles piercing the very zenith. Its base is but		
	Beaver Valley		Beaver-mouth	
	Big trees		Descent of the Beaver valley	
	Superb view of the Selkirks		Superb Views West-ward	
	Tor-rents & cas-cades		Stony Creek bridge	
	Stony Creek bridge		The snow sheds	
	The snow-sheds		Descent through Bear Creek gorge	
	Bear Creek			
	Mount Carroll			

‡Flag Station

§ Refreshment Station

East-bound Train	Miles from Vanc'v'r	Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
ARRIVE			LEAVE		ARRIVE	
14.55 14.05	437 430			stone's-throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery!——In passing before the face of this gigantic precipice, the line clings to the base of Hermit Mt., and, as the station at Roger's Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but some great convulsion of nature has split them asunder, leaving barely room for the railway.		
Beaver-mouth			The Hermit		Exit from Roger's Pass.	
Descent of the Beaver valley		2477	13.40	**Roger's Pass**—Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half a-dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snow-storm trailing its curtain along their crests, with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, the rear slopes of which were seen in ascending the Beaver. This pass-valley has been reserved by the Government as a national park.	13.40	427
Superb Views Westward			Peaks and glaciers in Roger's Pass		Mts. Carroll and Hermit	
			A National reserve		SECOND DAY	
Stony Creek bridge		2479	13.50	**Selkirk Summit**—Alt. 4,300 ft. Summit of the pass. The mountain at the right, surmounted by a pyramidal peak, seemingly of Titanic masonry, is Cheops; and looking out of the pass towards the west, and over the deep valley of the Illicilliwaet, is Ross Peak, a massive and symmetrical mountain carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks, of which Sir Donald is the chief. At the right is the deep valley of the Illicilliwaet, which makes its way westward by a devious course among numberless hoary-headed mountain-monarchs. Far below, and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost,) a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice extending as far as the eye can reach, as large, it is said, as all those of Switzerland combined.	.... .	426
			Source of the Illicilliwaet		The summit of the Selkirks	
The snow sheds			The Great Glacier		Overlooking the gorge of the Illicilliwaet	
Descent through Bear Creek gorge			DINNER		DINNER	
		2481	14.02 14.32	§**Glacier House**—Alt. 4,122 ft. Station and hotel within thirty minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises, a naked and abrupt pyra-	13.20 12.50	424

‡ Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
	Sir Donald	mid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith, one of the chief promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks, second only to Sir Donald. Roger's Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes), are in full view. Again to the left, comes Cheops, and in the foreground, and far down among the trees, the Illicilliwaet glistens. Somewhat at the left of Cheops a shoulder of Ross Peak is visible over the wooded slope of the mountain behind the hotel. The hotel is a handsome structure resembling a Swiss chalet, which serves not only as a dining station for passing trains, but affords a most delightful stopping place for tourists who wish to hunt, or explore the surrounding mountains and glaciers. The Great Glacier is hardly a mile away, and its forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is not only practicable, but easy. Roger's Pass above, and The Loop below, are within an easy walk. A glacial stream has been caught and made furnish fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of the bighorn sheep and the mountain goat, the latter almost unknown southward of Canada. Bears can always be obtained. No tourist should fail to stop here for a day at least.	Sir Donald and other peaks	
	Names of the peaks			
	The Great Glacier		The great glacier of the Selkirks	
	Game		Game	
	The Loop	Continuing the descent from the Glacier House, and following around the mountain-side, The Loop is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Ross Peak glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon itself to within a biscuit's-toss; then sweeping around to the left, touching Cougar Mt., on the other side of the Illicilliwaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain-slope, and farther to the left, and high above the long snow-shed, the summit range, near Roger's Pass, is yet visible, with Sir Donald overlooking all.	Climbing the Loops	
			NOON	
2487	15.05	**Ross Peak**—Alt. 3,600 ft.	12.17	418
2496	15.41	**Illicilliwaet**—Alt. 3,593 ft. The Illicilliwaet River is here of no great size, but of course turbulent. Its water is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. At *Illicilliwaet* station are many silver mines penetrating the crest of one of the lofty hills north of the railway. A considerable town has sprung up within a few months, and large shipments of rich ore have already been made. Caribou occur in numbers from here down to the Columbia.	11.32	409
	Silver mines		Game, lumber and silver mines	

‡ Flag Station

§ Refreshment Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
2503	16.06	**Albert Canyon**—Alt. 2,845 ft. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the *Albert*, where the river is seen nearly 300 ft. below the railway, compressed into a boiling flume scarcely 20 ft. wide. The train stops here for a few minutes, and solidly built balconies enable passengers to safely look into the boiling cauldron below.	10.57	402
	Canyons of the Illicilliwaet		Gorge of the Illicilliwaet	
2513	16.46	**Twin Butte**—This station takes its name from the huge double summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up upon the right the conspicuous and beautiful peak named Clachnacoodin. As we approach the western base of the Selkirks, the narrow valley again becomes a gorge, and the railway and river dispute the passage through a chasm with vertical rocky walls standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right and reaches Revelstoke.	10.17	392
	Base of the Selkirks		Entering the Selkirks	
2524	17.45	**Revelstoke**—Alt. 1,475 ft. On the Columbia River—a railway divisional point. The town is situated on the river-bank half a mile from the station. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1050 ft. It is navigable southward to the International boundary, 200miles distant and a dozen miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful and fertile country, and where the opportunities for sport are unlimited. Revelstoke has an important trade with the mining country above and below, and Kootenay lake and valley are easily reached from here. The two peaks southeast are Mackenzie and Tilley. The mountains beyond are in the Gold or Columbia range, and the most prominent one of them in view, towards the southwest, is Mt. Begbie,—imposing and glacier-studded.	9.20	381
	The Columbia		First crossing of the Columbia	
	Gold range			
2533	18.12	**Clanwilliam**—Alt. 1,996 ft. The Columbia is crossed upon a bridge half a mile long, and the Gold range is at once entered by Eagle Pass, which is so deep-cut and direct that it seems to have been purposely provided for the railway, in compensation, perhaps, for the enormous difficulties that had to be overcome in the Rockies and Selkirks. Lofty mountains rise abruptly on each side throughout, and the pass is seldom more than a mile wide. The highest point reached by the line in this pass is at Summit Lake, 8 miles from, and only 525 feet above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the entire width of the valley, and forcing the railway into the mountain-sides. The valley is filled throughout with a dense growth of immense trees—spruce, Douglas fir, hemlock, cedar, balsam and many other varieties—giants,	8.50	372
2541	18.36	**Griffin Lake**—Alt. 1,900 ft.	8.25	357
2553	19.06	**Craigellachie**—Alt. 1,450 ft.	7.52	339
	In the Eagle Pass		The ascent of the Eagle Pass	

‡ Flag Station

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
		all of them. Saw mills occur at intervals. At *Craigellachie* the last spike was driven in the Canadian Pacific Railway, on the 7th November, 1885—the rails from the east and the west meeting here.		
	The last spike		Base of the gold range	
2568	19.50	**Sicamous**—Alt. 1,300 ft. On the great Shuswap lakes, the	7.12	327
2587	20.45	**Salmon Arm** centre of one of the best sporting	6.20	308
2595	21.03	**‡Tappen Siding** regions on the line. Northward	6.00	300
		within a day caribou are abundant; the deer shooting southward within 30 miles is probably unequalled on this continent, and on the lakes there is famous sport in deep-trolling for trout. The London *Times* has well described this part of the line:— "The Eagle River leads us down "to the Great Shuswap Lake, so named from the Indian "tribe, that lived on its banks and who still have a "'reserve' there. This is a most remarkable body of "water. It lies among the mountain ridges, and conse-"quently extends its long narrow arms along the inter-"vening valleys like a huge octopus in half-a-dozen "directions. These arms are many miles long, and vary "from a few hundred yards to two or three miles in "breadth, and their high, bold shores, fringed by the "little narrow beach of sand and pebbles, with alter-"nating bays and capes, give beautiful views. The rail-"way crosses one of these arms by a drawbridge at "Sicamous Narrows, and then goes for a long distance "along the southern shores of the lake, running entirely "around the end of the Salmon arm." *Sicamous* is the station for the Spallumsheen mining district and other regions up the river and around Okinagan Lake, where there is a large settlement; steamboats ascend the river thirty miles, and a railway is proposed. "For fifty "miles the line winds in and out the bending shores, "while geese and ducks fly over the waters and light "and shadow play upon the opposite banks. This lake, "with its bordering slopes, gives a fine reminder of "Scottish scenery. The railway in getting around it "leads at different, and many, times towards every one "of the thirty-two points of the compass. Leaving the "Salmon arm of the lake rather than go a circuitous "course around the mountains to reach the Southwest-"ern arm, the line strikes through the forest over the top "of the intervening ridge [*Notch Hill*]. We come out at		
	Game and fish		Great Shuswap Lake and its sports	
	Sicamous and Okinagan		View from Notch Hill	
	The Shuswap lakes		Little Shuswap Lake	
2604	21.32	**‡Notch Hill**—Alt. 1,708 ft. "some 600 feet elevation above	5.35	291
2620	22.12	**Shuswap**—Alt. ft. "this 'arm,' and get a magnifi-	4.50	275
2636	22.52	**Ducks**—Alt. ft. "cent view across the lake, its	4.10	269
		"winding shores on both sides of the long and narrow "sheet of water stretching far on either hand, with high "mountain ridges for the opposite background. The line "gradually runs down hill until it reaches the level of "the water, but here it has passed the lake, which has "narrowed into the [south branch of the] Thompson "River. Then the valley broadens, and the eye that "has been so accustomed to rocks and roughness and "the uninhabited desolation of the mountains is glad-"dened by the sight of grass, fenced fields, growing "crops, hay-stacks, and good farmhouses on the level "surface, while herds of cattle, sheep, and horses roam "over the valley and bordering hills in large numbers. "This is a ranching country extending far into the		
	Ranches of the Thompson Valley		Farms and cattle herds	

East-bound Train	Miles from Vanc'v'r
ARRIVE	
Base of the gold range	
7.12	327
6.20	308
6.00	300
Great Shuswap Lake and its sports	
View from Notch Hill	
Little Shuswap Lake	
5.35	291
4.50	275
4.10	269
Farms and cattle herds	

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
	Old-time settlements	" mountain valleys west of the Gold Range on both sides " of the railway, and is one of the garden spots of " British Columbia. . . . The people are comparatively old settlers, having come in from the Pacific " Coast, and it does one's heart good, after having passed " the rude little cabins and huts of the plains and mountains, to see their neat and trim cottages, with the " evidences of thrift that are all around."	Old-time settlements	
2653	23.42 MIDN'T	**Kamloops**—Alt. 1,150 ft. Pop. 1,000. Divisional point, and principal town in the Thompson River Valley, begun years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river, whence the name of the place, which is an Indian word meaning a river-confluence. It is a beautiful spot. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Steamboats are on the river, and saw mills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops, is an Indian reservation, overlooked by St. Paul's Mountain. The principal industry around Kamloops will always be grazing, since the hills are covered with most nutritious "bunch-grass." Agriculture and fruit raising flourishes, wherever irrigation is practicable. This is the supply point for a large ranching and mineral region southward, especially in the Okinagan and Nicola valleys, reached by stage-lines.	3.30	252
	The North Thompson		Forks of the Thompson	
	Industries of the region		The "bunch grass" country	
2661	24.10	‡**Tranquille**	2.51	244
2667	24.30	**Cherry Creek**	2.30	238
	Kamloops Lake	Just below Kamloops the Thompson widens out into Kamloops Lake, a broad, beautiful, hill-girt sheet of water, along the south shore of which the railway runs some 20 miles. Halfway a series of mountain spurs project into the lake, and are pierced by numerous tunnels, one following the other in close succession. At *Savona's Ferry*, the lake ends, the mountains draw near, and the series of Thompson River canyons is entered, leading westward to the Fraser through marvellous scenery. From here to Port Moody, the nearest point on Pacific tide-water, the railway was built by the Dominion government and transferred to the company in 1886. *Penny's* is an old-time ranching settlement. *Ashcroft* has developed into a busy town, being the point of departure for Cariboo, Barkerville, and other settlements in the northern interior of British Columbia. Trains of freight wagons, drawn by from four to ten yoke of oxen, and long strings of pack-mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and some farming is done. Three miles beyond Ashcroft the hills press close upon the Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut hills. At *Spence's Bridge* the old waggon road up this valley to the Cariboo gold country crosses the river; and the rail-		
2678	1.09	**Savona's Ferry**	1.51	227
2684	1.30	**Penny's**	1.30	221
			MIDN'T	
2698	2.19	**Ashcroft**—Alt. 1,075 ft.	24.39	207
2713	3.12	**Spatsum**	23.46	187
	Cariboo District		Ashcroft and the Cariboo trade	
	The Black Canyon			
2725	3.54	**Spence's Bridge**	23.03	175
2731	4.18	**Drynoch**—Alt. 700 ft.	22.39	169

Miles from Mo	Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'r
		LEAVE		ARRIVE	
			way crosses here the mouth of the Nicola River, whose valley, southward, is an important grazing and ranching region. Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges; and the Thompson, in the purity of a trout-brook, whirls down its winding torrent-path as green as an emerald. Sometimes the banks are rounded cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive-green grass-slope or some white exposure. With this fantastic color, to which the doubly brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there goes the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbaged terraces impress themselves most strongly on the memory. Five miles beyond *Drynoch*, Nicomen, a little mining town, is seen on the opposite bank of the river, where gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then through breaks in the high escarpment snowy peaks are seen glistening above the clouds.		
25					
25		The Nicola river		Nicola and Similikameen	
25					
		Grotesque forms of rocks		Fantastic canyon scenery	
		Thompson Canyon		Ascending the Thompson River	
2747	5.14		**Lytton**—Alt. 675 ft. At *Lytton*, a small trading town where ranchmen and Indians appear in numbers, the canyon suddenly widens to admit the Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at *Cisco*. The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old government road attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below Cisco, where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dip-nets, and in sunny	21.41	15
2753	5.38	‡Cisco		21.17	14
2763	6.18	Keefer's		20.37	14
26					
26		The cantilever bridge			
26					
				Upper valley and crossing of the Fraser	
		The Cariboo road			

Miles from Mont'l	West-bound Train
	LEAV
	India and Chin men
	B'KFA
74	7.3
39	8.2
	SIXTH DAY
	The great canyon
1	9.00
5	9.36
	Hope Peaks
	End of the cany'ns
3	10.00
3	10.24
	Harrison Springs

Refreshment Station	East-bound Train	Miles from Vanc'v'r	Refreshment Station	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	ARRIVE			LEAVE		ARRIVE	
				Indians and Chinamen	spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel-bars, washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated grave-yards, alternate with the groups of huts of the Chinese.	Salmon and gold dust	
				B'KFAST		SUPPER	
	Nicola and Similikameen		4	7.30	§**North Bend**—Alt. 425 ft. | A charming little hotel makes	19.25	131
			9	8.20	‡**Spuzzum** | *North Bend* (a divisional point) a desirable and delightful stopping-place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At Boston Bar, four miles below, the principal canyon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting, but startling. It has been well described as "ferocious." The great river is forced between vertical walls of black rocks where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. At *Spuzzum* the government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to Yale. Ten miles below Spuzzum the enormous cliffs apparently shut together and seem to bar the way. The river makes an abrupt turn to the left, and the railway, turning to the right, disappears into a long tunnel, emerging into daylight and rejoining the river at Yale.	18.33	116
				SIXTH DAY		Entrance to the Fraser canyon	
	Fantastic canyon scenery						
				The great canyon		Cariboo Wagon road	
	Ascending the Thompson River		1	9.00	§**Yale**—Alt. 200 ft. | *Yale* (pop. 1,200) is the head of navigation and an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep *cul de sac* in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river-bars for a long way below Yale. Across the river from *Hope Station* is the village of the same name—a mining town and trading-post, whence trails lead over the mountain in different directions. Southwestward may be seen Hope Peaks, where great bodies of silver ore are exposed, and only awaiting suitable fuel to be worked profitably. Below Hope the canyon widens out, and is soon succeeded by a broad, level valley with rich soil and heavy timber. The rude Indian farms give place to broad, well-cultivated fields, which become more and more frequent, and vegetation of all kinds rapidly increases in luxuriance as the Pacific is approached.	17.53	104
			5	9.36	**Hope**—Alt. 200 ft.	17.11	90
				Hope Peaks		Hope and Yale	
				End of the cany'ns		Approaching the Cascade Mountains	
	Upper valley and crossing of the Fraser		3	10.00	‡**Ruby Creek** | *Ruby Creek* is named from the garnets found in the vicinity. *Agassiz*, overlooked by Mt. Che-am, is the station for HARRISON SPRINGS (hot sulphur), on Harrison Lake, five miles north. These springs are famed for their curative properties, and are visited by invalids from everywhere on the Pacific Coast. A good hotel affords accommodations, and the country about is most interesting. Near	16.47	82
			3	10.24	**Agassiz**	16.19	72
				Harrison Springs		Harrison Springs	

‡ Flag Stati

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'r
	LEAVE		ARRIVE	
2842	10.46	**Harrison** — *Harrison Station* the Harrison River	15.55	63
2851	11.08	**‡Nicomen** — is crossed just above its confluence with the Fraser. Until the opening of the Fraser route, in 1864, the only access to the northern interior of the province was by way of the Harrison valley. A few miles beyand *Nicomen*, Mount Baker comes into view on the left, and miles away—a beautiful isolated cone, rising 13,000 feet above the railway level. At *Mission* is	15.29	54
	Mount Baker		R. C. Mission	
2861	11.32	**Mission** — an important Roman Catholic Indian	15.02	44
2871	11.56	**‡Wharnock** — school. Eight miles beyond, at the	14.35	34
2879	12.17	**Hammond** — crossing of the Stave River, the finest view of Mt. Baker is had, looking back and up the Fraser, which has now become a smooth but mighty river. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway. On approaching *Hammond*, extensive brick-yards are seen, whence the city of Vancouver is largely supplied.	14.11	28
	NOON			
	Big trees		Mount Baker	
2886 (2895)	12.40 (13.00)	**New Westminster Junc. (New Westminster)** — Divergence of branch line to the important town of NEW WESTMINSTER (pop. 4,500), on the Fraser River, eight miles distant—one of the foremost towns in the province. At New Westminster are the Provincial Penitentiary and Insane Asylum. The town has many handsome buildings, and is the headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large saw-mills, the product of which is shipped largely to China and Australia. Steamers ply regularly to Victoria.	13.51 (13.26)	19
	New Westminster		Fraser River	
2891	12.51	**Port Moody** — *Port Moody*, at the head of Burrard	13.39	14
2899	13.15	**Hastings** — Inlet, was for a time the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing *Hastings*, the new city of Vancouver soon appears.	13.15	6
	Along Burrard Inlet		FIRST DAY	
	ARRIVE		1.00p.m	
2906	13.30 1.30 pm	**‡Vancouver**—Pop. 5,200. The Pacific terminus of the railway. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Coal Harbor, a widening of Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has already extensive wharves and warehouses; many hotels, one of them a splendid structure and handsomely appointed; churches, schools, etc. It has many buildings of brick and granite, and some of its private residences would do credit to cities of a century's growth. It has many miles of well-made streets, and is lighted both by gas and by electric-	13.00	0
			LEAVE	
	Five days and 17 hours from Montr'l		Vancouver: its site and commercial advantages.	

‡ Flag Stati[illegible] [illegible]efreshment Station

Miles from Vanc'r	East-bound Train	Miles from Vanc'r	Miles from Vanc'r	West-bound Train	STATIONS—DESCRIPTIVE NOTES	[illegible] bound Train	Miles from Vanc'r
	ARRIVE			LEAVE			
	15.55	63			ity. An ample supply of pure water is being provided by means of pipes laid under the inlet from a mountain stream opposite. There is a regular steamship service to China and Japan, to Victoria, San Francisco, Alaska and Puget Sound ports. The country south, towards the Fraser, has fine farms, and is especially adapted to fruit-growing. The coal supply comes from Nanaimo, directly across the Strait of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the south-west; and the great white cone of Mt. Baker looming up at the south-east. Opportunities for sport are unlimited—mountain goats, bear and deer in the hills along the inlet; trout-fishing in the mountain-streams; and sea-fishing in endless variety. A stay of a week here will be well rewarded. A daily steamer connects with Victoria—a ferriage of seven hours through a beautiful archipelago. On Mondays and Thursdays a fine new steamship departs for Seattle, Tacoma and other Puget Sound ports—a trip of a day, in smooth water, with delightful scenery. Steamships for Yokohama and Hong Kong depart monthly.		
	15.29	54		Commercial advantages		Commercial advantages	
	R. C. Mission						
	15.02	44					
	14.35	34					
	14.11	26					
	Mount Baker			Resources		Crossing the Gulf of Georgia	
	13.51 (13.26)	10					
	Fraser River			ARRIVE 20.00 8 p.m.	**Victoria**—Pop.12,000. Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island. It looks out westward through the Straits of Fuca to the Pacific, southward into Puget Sound, and eastward, beyond the Gulf of Georgia, to the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mt. Baker is conspicuous. The climate is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the Government offices, the city has many fine public and private buildings, among them a large and well appointed opera house. The chief hotel has a world-wide reputation. Well made roads afford delightful drives in all directions. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade and many large commercial houses. The Chinese quarter is always interesting to visitors. A railway extends north-easterly 70 miles to the great coal-mines at Nanaimo. Steamboats afford daily connections with Vancouver and New Westminster, and with Puget Sound ports; and steamships depart weekly for San Francisco, where connections are made for the Sandwich Islands, Australia, southern California, Mexico and South American west-coast ports. A steamer departs fortnightly in summer for Alaska, visiting the wonderful fiords of the north coast. Esquimalt Harbor, two miles from Victoria, is the British naval station and *rendezvous* on the North Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times.	A.M. 2.00 LEAVE	84
	13.39	14		Scen'ry and sport			
	13.15	6					
	FIRST DAY			SIXTH DAY		A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 2 a.m. Passengers may occupy their staterooms as early as they please	
	1.00p.m 13.00 LEAVE	0		Beautiful surroundings			
	Vancouver: its site and commercial advantages.			Steamship connections			

Steamships on the Pacific Ocean

[illegible]amships of the Canadian Pacific line sail monthly from Vancouver for Japan and [illegible]a. These are fast steamers heretofore in the service of the Cunard line. Their route [illegible]orter by 800 miles than the steamers from San Francisco. The trip will require only

12 to 15 days to Yokohama, and 17 to 20 days to Hong Kong. At Yokohama, connection is made for all other ports in Japan, eastern China and Corea; and at Hong Kong for Sydney, Melbourne, Auckland, Levuka, Batavia, Calcutta and the East Indies, and Australasia generally. Full particulars as to sailing dates, rates of fare, etc., will be supplied on application to any of the Company's agents mentioned on page 3.

ONTARIO ROUTE

Toronto and North Bay, via N. & N. W. Ry.—228 miles

Miles from Tor'nto	Express Northward	STATIONS—DESCRIPTIVE NOTES	Express Southward	Miles from North Bay
	LEAVE		ARRIVE	
0	11.00pm	**Toronto**—Union Station. See page p. 37.	4.30	228
30	12.20	**Aurora** — This road passes northward through an elevated agricultural region to the borders of Lake Simcoe. *Aurora* and *Newmarket* are farming centres of much importance. *Holland Landing*, on Lake Simcoe, was where, in old days, the navigation of the lake began. At *Allandale* the other section of this railway, from Hamilton and Niagara Falls, unites with the main line; trains leave Hamilton at 7.30 a.m. and 4.20 p.m. The western shore of Lake Simcoe is skirted as far as Orillia. Between *Orillia* and *Gravenhurst*, Lake Couchiching and other lakes, the resort in summer of Toronto people, are passed, and at the latter station Muskoka Lake is reached. *Bracebridge* and *Huntsville* are summer resorts and manufacturing towns. This beautiful district lies several hundred feet above the level of Lake Huron, and consists of a net-work of lakes, ponds and rapid streams, widely and justly renowned. The lakes are filled with islands, are indented by bold promontories, and, with their connecting rivers, wind in and out of leafy defiles. The fishing is famous, the catch including brook and lake trout, black bass, maskinonge and pickerel. Grouse-shooting is good everywhere, and deer are plentiful in their season. The villages are pleasant and prosperous (only principal stations are given here), and in summer many pleasure-hotels, reached by steamboats and stages, are open among the lakes at a distance from the railway. Beyond Lake Rosseau, the great forests, always diversified by lakes in picturesque rocky basins, are entered and traversed to the border of Lake Nipissing. The villages are chiefly engaged in lumbering, but agriculture is increasing. The main line of the Canadian Pacific Railway is joined just beyond *Callandar*, and its tracks are followed into North Bay.		
35	12.31	**Newmarket**	A.M. 3.15	193
58		**Holland Landing**		170
64	1.50	**Allandale**	1.50	164
	A.M.			
87	2.38	**Orillia**		163
112	4.00	**Gravenhurst**	1.00 / 11.50	141 / 116
122	4.23	**Bracebridge**	MIDN'T / 11.12	106 / 82
146	5.18	**Huntsville**	10.15	
	Hotels and summ'r sport		Among the Muskokalakes	
171	6.15	**Burk's Falls**	9.20 / 8.52	57
183	6.43	**Sundridge**	8.38	45
188	6.55	**South River**	7.25	40
220	8.10	**Callandar**		8
	ARRIVE		P.M.	
228	8.35	**North Bay**—See p. 10. The night express train from Toronto makes close connection with the Canadian Pacific express for Winnipeg and Vancouver.	7.00	0
	A.M.		LEAVE	

LAKE AND RAIL ROUTE

By Rail between Montreal and Owen Sound; and by Canadian Pacific Steamship Line between Owen Sound and Port Arthur.

Miles from Mont'l	West bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE		ARRIVE	
0	*8.30	**Montreal** — At *Mile End Junction* the Toronto	*8.15am	2888
5	P.M.	**Mile End Jc.** — line diverges from the main line of	8.00	2883
10	8.55	**Montreal Jc.** — the Canadian Pacific Railway, skirts	7.48	2878
	EASTERN STANDARD TIME.	the northern slope of Mount Royal around to *Montreal Junction* (junction with line to Boston and New England points via the St. Lawrence Bridge), and then strikes west through a beautiful and highly cultivated district sloping down to the St. Lawrence river, along the bank of which an almost continuous village extends from Lachine to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the old village of *Lachine* is seen at the left; and above the trees, further to the left, a good view is had of the great steel cantilever bridge of the Canadian Pacific Railway Company across the St. Lawrence. Lachine was for a long time the point of departure of the early trading military expeditions; and it was from here that Duquesne set out in 1754 to seize the Ohio Valley—an expedition that culminated in the defeat of Braddock.	Change for Boston	To Boston, 336 miles
12		**Lachine Bank**		2868
15		**Dorval**		2865
17		**Valois**		2860
20	The St Lawrence Bridge	**Beaconsfield**	The St. Lawrence bridge	2857
25	9.24	**Ste. Anne's** — One of the five mouths of the Ottawa	7.18	2852
29	9.30	**Vaudreuil** — River is crossed by a fine steel bridge	7.12	2848
	Ottawa River	at *Ste. Anne's*, at the head of the Island of Montreal. Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids here. Ste. Anne's was once the home of the poet Moore, and is the scene of his well-known boat-song. Another Ottawa-mouth is bridged at *Vaudreuil*.		
39	9.50	‡**St. Clet** — The St. Lawrence curves away to-	6.52	2838
45	*No stoppage*	**St. Polycarpe** — wards the south, while the railway		2832
51		**Dalhousie Mills** — keeps on a direct course towards		2826
59		**Green Valley** — Toronto, passing through a beautiful		2818
68		**Apple Hill** — farming country, with many orch-	Farms	2809
73		**Monklands** — ards, and with tracts of the original		2804
78		**Avonmore** — forest here and there. At *St. Polycarpe* the Canada Atlantic Railway		2799
84		**South Finch**		2793
92	11.27	**Chesterville** — is crossed, and at *Kemptville* the St.	5.13	2785
97	11.38	**W. Winchester** — Lawrence and Ottawa section of the	5.02	2780
106		**South Mountain** — Canadian Pacific Railway, extend-		2771
113	12.07	‡**Kemptville Junc** — ing northward to Ottawa and south-		2764
124	12.27	**Merrickville** — ward to Prescott, on the St. Law-	4.14	2753
	MIDN'T	rence river. At *Merrickville*, a considerable manufacturing town, a fine iron bridge carries the line over the Rideau River.		
133	12.45	‡**Smith's Falls**—Pop. 2,400. Junction with Ottawa and Brockville section of the Canadian Pacific Railway, which connects at BROCKVILLE, on the St. Lawrence, with the Rome, Watertown and Ogdensburg Railroad, in the State of New York; and at CARLETON PLACE, 13 miles northward, with the main line of the Canadian Pacific	3.48 A.M.	

* Additional trains leave Montreal for Toronto at 9.10 a.m., and Toronto for Montreal at 8.45 p.m.

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Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'r
	LEAVE		ARRIVE	
		Railway. The town has a number of important manufactories, for which falls in the Rideau River afford ample water-power. Superior brick are made here, and good building stone abounds. Excellent refreshment rooms at the station.		
145	1.17 A.M.	**Perth**—Pop. 4,000. A prosperous town, with a number of mills, and an extensive manufactory of railway-cars. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity.	3.26	2724
153		**Bathurst** — For 100 miles beyond *Perth* the country is more or less broken by rocky uplifts and largely covered with timber. Iron, phosphate, asbestos and other valuable minerals abound. The Kingston & Pembroke Railway, from Kingston, on the St. Lawrence, to Renfrew, on the main line of the Canadian Pacific Railway, is crossed at *Sharbot Lake*, a favorite resort of sportsmen, and especially noted for the good fishing it affords. *Tweed*, on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. *Central Ontario Junction* is at the crossing of the Central Ontario Railway, extending from Picton and Trenton, on Lake Ontario, northward to a number of large and extensively worked iron mines. *Havelock* is a railway divisional point, with the usual buildings. At *Norwood* a fine farming country is reached, for which this is the market town.		2726
160		**Maberly**		2719
171	2.03	**Sharbot Lake Jc.**	2.37	2708
180	2.20	**Mountain Grove**	2.20	2699
185		**Arden**		2694
195		**Kaladar**		2684
204		**Sheffield**		2675
212	3.20	**Tweed**	1.22	2663
221		**Ivanhoe**		2654
229	3.54	**Central Ont. Jc.**	12.50	2646
238		**Blairton**		2637
			MIDN'T	
243	4.25	**Havelock**	12.25	2632
249	4.37	‡**Norwood**	12.10	2626
257		**Indian River**		2618
267	5.12	**Peterborough**—Pop. 9,000. On the Otonabee River, which here falls 150 feet within a few miles, affording an immense water-power, which is utilized by many large mills and manufactories. The town is well built and has a large trade. The surrounding country has extraordinary attractions for sportsmen and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all directions, and the fishing is especially good. The Peterborough or Rice Lake canoe, so well known to all sportsmen, is made here, and with one of them a great extent of territory may be reached from here. Railway lines centre here from half a dozen directions.	11.34	2608
	Rice Lake canoes and sport		Fishing resorts	
276		**Cavanville** — Market stations for a fine agricultural country. Wheat, rye, oats, barley, butter, cheese and fruit are largely produced, and much attention is given to cattle breeding. Beyond *Green River*, Lake Ontario may be seen occasionally.		2599
284		**Manvers**		2591
288		**Pontypool**		2587
297		**Burketon**		2578
306	6.25	‡**Myrtle**	10.20	2569
315		**Claremont**		2560
323		**Green River**		2552
331		**Agincourt**		2544
340	7.28	**North Toronto**—Station for the northern part of Toronto. Street cars connect with all parts of the city, and cabs may be had at the station.	9.14	2535
344	7.40	‡**Toronto Junction**—Divergence of Credit Valley, and Toronto, Grey and Bruce sections of the Canadian Pacific Railway, the former extending to London and St. Thomas, connecting at the latter point with the Michigan Central Railroad for Detroit, Chicago and	9.05 P.M.	2531

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Refreshment Station

Miles from Ont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'v'r
	LEAVE	other western points; the other connecting at Owen Sound with the C. P. Ry. Co's steamships for Sault Ste. Marie, Port Arthur and Fort William.	ARRIVE	
347	7.50	**Parkdale**—Suburb of Toronto. The company's workshops for its Ontario lines are located here.	P.M. 8.55	2534
349	ARRIVE 8.00 A.M.	**Toronto**—Pop. (with suburbs) 140,000. The capital and chief town of ONTARIO, and the next city to Montreal in the Dominion. It is situated on Lake Ontario, which affords water communication with the other great lakes westward and with the St. Lawrence river eastward. It has a most complete railway system, reaching out to every important place and district in the province. It has immense manufacturing establishments, and some of the largest commercial houses in the country. Its educational institutions are widely known. The city has an unusual number of imposing public and private buildings. Its people are nearly all English and Scotch, and while the city has strongly marked English characteristics, it is distinctively western in the intensity of its activity and energy. In addition to the numerous railway lines of the Canadian Pacific and Grand Trunk companies centering here, the Northern Railway (see p. 40) extends northward, past Lake Simcoe, to North Bay, on Lake Nipissing, where it connects with the main line of the Canadian Pacific Railway.	8.45	2536
	Commercial importance		EASTERN TIME	
	Railw'y outlets		LEAVE	

Toronto, Owen Sound and Port Arthur by the Rail and Lake Route

THRRE TIMES A WEEK, ONLY DURING SEASON OF NAVIGATION

Miles from Ont'l	Ste'mship Express Westb'd	STATIONS—DESCRIPTIVE NOTES	Ste'mship Express Eastb'd	Miles from Vanc'v'r
	LEAVE		ARRIVE	
49	11.00 A.M.	**Toronto**—Trains depart from Union Station, passing through Parkdale (11.10 a.m.) and Toronto Junction (11.20 a.m.), and thence by way of Weston, Woodbridge, Bolton and Cardwell to Melville Junction, the first point at which the steamship express stops after leaving Toronto Junction. Additional trains leave Toronto for Owen Sound at 7.55 a.m. and 4.50 p.m., and Owen Sound for Toronto at 5.20 a.m. and 3.00 p.m. These trains run daily except Sundays, and stop at all stations.	ABOUT NOON	2536
	Monday, Wednesday & Friday only.		Monday, Wednesday and Saturday.	
02	P.M. 12.36	**Melville Junction**		2493
04	AR 12.40 LV 12.55	§**Orangeville**—Pop. 4,000. A farming centre, as shown by the elevators at the station.		2490
	DINNER			
08	1.04	**Orangeville Junction**—Branch line to TEESWATER.		2486
11		**Laurel** — A well-cultivated plateau, furnishing lime and building stone. The lakes of this region, especially at Horning's Mills, 4 m. from *Shelburne*, are noted for extraordinary trout.		2482
15		**Crombies**		2478
20	1.30	**Shelburne**		2474
23		**Melancthon**		2470
27		**Corbetton**		2466
31	1.53	**Dundalk**—The road is here 1,300 ft. above L. Ontario.		2462

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Miles from Montr'l	Ste'mship Express	STATIONS—DESCRIPTIVE NOTES	Ste'mship Express	Miles from Vanc
	LEAVE		ARRIVE	
441		**Flesherton**—A brisk agricultural village. The town of *Flesherton* is 2 m. east, and *Priceville* 4 m. west. A little east of Flesherton are Eugenia Falls, and many most picturesque brooks and cataracts, abounding in fish.		245
448		**Markdale** — A rolling, timbered and well-watered region. Fine farming in the valleys. Lumber, cord-wood and tan-bark are exported largely. Scotch and Irish people predominate. Limestone abounds, and lime is made.		244
453		**Berkeley**		244
457		**Holland Centre**		243
461		**Arnott**		243
464	3.16	**Chatsworth**		242
469		**Rockford**		242
477	3.30 P.M.	‡**Owen Sound**—Pop. 6,000. The port on Georgian Bay for Canadian Pacific lake steamships. This town has grown rapidly since the building of the railway; and is the shipping point for a vast area of farming country. The town is situated at the mouth of the Sydenham River at the head of the sound, and is surrounded by an amphitheatre of limestone cliffs. The region is well-wooded, and in summer is visited by large numbers of tourists. Within two or three miles are pretty waterfalls. Building stone and brick-clays abundant. Manufactures, especially of furniture and wooden-ware, are increasing. Shooting or fishing in great variety are easily accessible. In addition to the steamships of the Canadian Pacific line for Port Arthur (see below), steamers depart regularly for Collingwood, and all ports on Georgian Bay.	As the time of starting from Owen Sound varies with the arrival of the steamship, exact hours cannot be given; it is usually 8 a.m.	241
Owen Sound to Sault Ste. Marie, 275 miles; to Port Arthur 525.	Port of embarkation for the Upper Lakes			
770	NOON	**Sault Ste. Marie**—Tuesday, Thursday and Saturday going West, and Sunday, Tuesday and Friday going East. Passengers can go ashore here for a few minutes; and connection is here made with the Minneapolis, St. Paul & Sault Ste. Marie R'y and the Duluth, South Shore & Atlantic R'y for points in northern Michigan and westward.	The C. P. steamer leaves Port Arthur each Monday, Thursday & Saturday, and the connecting trains for Toronto leave Owen Sound following Wednesday, Saturday or Monday.	216
	ARRIVE		NOON	
1220	9 A.M.	**Port Arthur**—(See p. 11.) Arrive, Wednesday, Friday and Sunday, going West. Leave, Monday, Thursday and Saturday, going East.	P.M. 4.00 LEAVE	19

Canadian Pacific Steamships

The ALBERTA and ATHABASCA, of this line, are elegant, Clyde-built steel steamsh surpassing in speed, safety and comfort, all others on the Great Lakes. They each 270 feet in length, and complete in every detail. Their furnishing is equal luxury to that of the best ocean steamers, and their table compares favorably with t of the leading hotels of our large cities. They are lighted by electricity, furnish with steam steering-gear, and provided with every appliance for safety. To these been added this year the CAMPANA, a finely equipped Clyde-built steamship, hitherto known in the Lake traffic as the best of the fleet forming the Collingwood Line.

MONTREAL & CHICAGO LINE

Montreal to Toronto, 349 miles; Toronto to Chicago, 518 miles

Miles from Mont'l	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Chicago
	LEAVE		ARRIVE	
0	8.30p.m	**Montreal**—See pages 7 and 35.	8.15 p.m	858
49	7.45a.m	**Toronto** — From Toronto to St. Thomas, where the Canadian Pacific Railway line joins the Michigan Central Railroad, one of the most beautiful and thoroughly cultivated districts in Canada is traversed, and many famous stock and dairy farms occur. Evidences of wealth and prosperity are everywhere visible.	A.M. 8.45	517
44	8.05	**Toronto Jc.**	8.40	512
48	8.20	**Islington**	8.20	508
54	8.30	**Cooksville**	8.05	504
60	8.42	**Streetsville**	7.52	498
61	8.47	**Streetsville Jc.**	7.44	497
72	9.07	**Milton** — *Milton* (pop. 1,200), *Galt* (pop. 7,500), *Ayr* (pop. 5,000), *Woodstock* (pop. 5,000) end *Ingersoll* (pop. 4,000) are all important manufacturing places, as well as market towns for the rich districts surrounding them. At *Woodstock*, a new branch line of the C.P.R. diverges for LONDON (pop. 15,000), 27 miles distant.	7.22	486
85	9.36	**Schaw**	6.51	469
97	10.02	**Galt**	6.27	461
107	10.25	**Ayr**	6.04	451
114	10.40	**Drumbo**	5.47	444
127	11.10	**Woodstock**	5.19	431
137	11.33	**Ingersoll**	5.00	421
161	1.10 P.M.	**St. Thomas**—Pop. 10,000. A manufacturing town and railway centre. From here the train takes the Michigan Central line to Detroit and Chicago.	A.M. 4.10 Eastern Time	397
273	8.00 Central Time	**Detroit (Michigan)**—Connection is made here with the railways of the Wabash and Michigan Southern systems for Toledo, Indianapolis and the southwest; for Lansing and Grand Rapids; and for Saginaw and northward. The direct route to Chicago is by the Michigan Central, and sleeping cars run through from Toronto.	10.55 P.M. Central Time	285
358	ARRIVE 7.00 A.M.	**Chicago**—Station foot of Lake street.	P.M. 3.10 LEAVE	0

Another Westbound train leaves Toronto at 2.00 p.m., St. Thomas at 5.50 p.m., Detroit at 10.15 p.m., and arrives in Chicago at 7.45 a.m. This train has through sleeping car Toronto to Chicago.

Another Eastbound train leaves Chicago at 10.50 p.m.; Detroit at 12.05 noon; St. Thomas at 4.35 p.m. and arrives in Toronto at 9 p.m.